

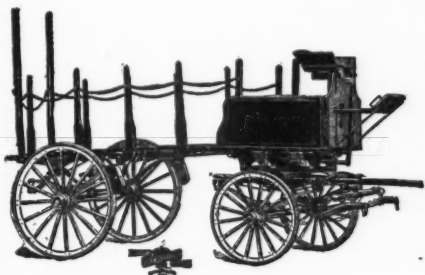
THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.



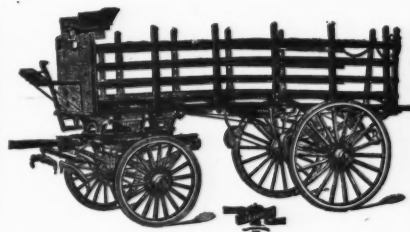
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U. S. Department of
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Standard City Dray

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Standard Rack Truck

THE MOST
POPULAR
DRAYS
IN THE
WORLD



MARTINSBURG, W. VA.
U. S. A.

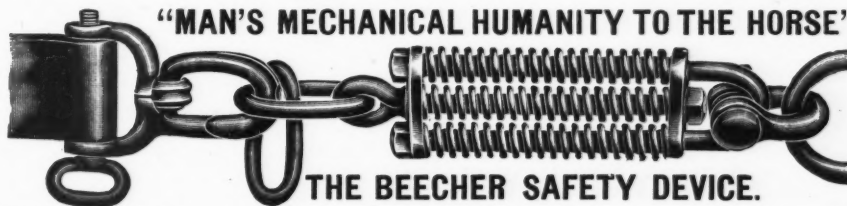
IN A
VARIETY
OF
STYLES AND
SIZES

Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



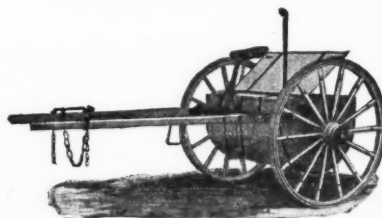
THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop

SEPTEMBER, 1909.

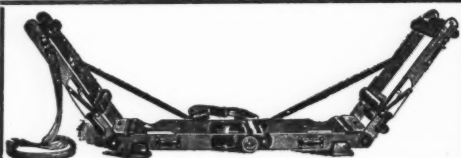
THE TEAM OWNERS REVIEW.



TIFFIN WAGONS

OF EVERY KIND MADE BY US—WHETHER FARM WAGONS,
LOGGING TRUCKS OR DUMPING WAGONS OR CARTS—
STAND TO-DAY AS THE PERFECTION IN WAGON BUILDING.

THE TIFFIN WAGON CO. TIFFIN, OHIO.



The Genuine Reynolds Combination Piano Mover

Do not be Deceived into buying
an Inferior Mover. The Best
is what you want.

We make them with all latest improvements and
can quote you interesting prices on a piano mover
or cover.

Mover is made of selected hickory and is thor-
oughly ironed, bolted and padded. Provided with
ratchets so that it can stop with safety at any point.
Adjustable to all kinds and sizes. Our mover avoids
all danger of injury to the piano and saves two-
thirds of the labor.



PIANO COVER

Made of waterproof canvas
and lined with canton
flannel. Write to-day for
free catalog.

We also manufacture Piano Hoists.

SYCAMORE WAGON WORKS,

112 Edwards St.,

Sycamore, Ill.

**"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.**



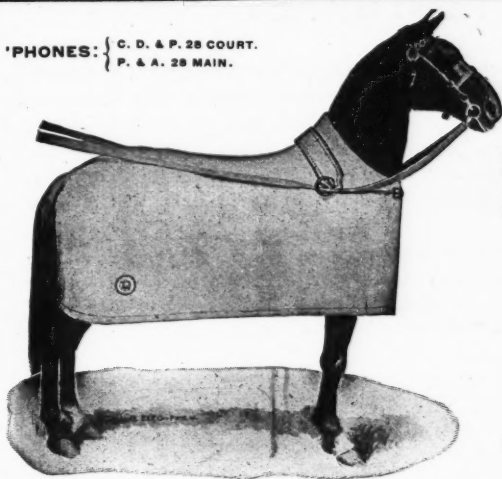
Recognized as the **STANDARD Axle Grease**
of the United States.

Many Thousand Tubs of this Grease are sold weekly
to the Truckmen of New York City, their Trucks are
loaded heavy and a saving of both time and money
is made, one greasing lasting two weeks or longer.
Ask your dealer for **FRAZER'S** with label on. It saves
your horse labor and you too.

FRAZER LUBRICATOR CO., 83 Murray St., New York.
142 MICHIGAN STREET, CHICAGO.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

'PHONES: { C. D. & P. 28 COURT.
P. & A. 28 MAIN.



We are
The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF

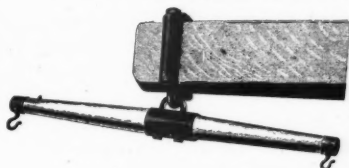
**HORSE
AND
WAGON
COVERS.**

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

444 Liberty Street, PITTSBURG, PA.

YOUR GRANDFATHER USED A WOODEN-SOLED SLED. YOU DON'T.
YOU USE THE SAME CLEVIS YOUR GRANDFATHER DID.



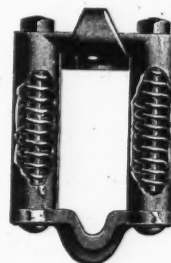
WHY?

IF YOU ARE AN UP-TO-DATE
TEAM OWNER
AND WANT TO SAVE MONEY,

HERE IS A WRINKLE.

EQUIP YOUR TEAMS WITH

SMITH SPRING CLEVIS'S



They are cheap,
They take the jar from the horses' shoulders,
They prevent the breakage of harness,
They "give" enough to encourage a horse in starting a load,
They save the doubletree from the jerk that breaks,
They save the price of the bulky sweat pad.

W. I. McDOWELL & CO., Distributors,

725-28 WABASH BUILDING,

PITTSBURGH, PA.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

THE TEAM OWNERS REVIEW.

TO THE TEAM OWNER

The financial stringency, which has depressed business throughout the country during the last year, shows every evidence of becoming very soon a nightmare of the past.

From all over the land reports are coming to this office, that the teaming business, which had to suffer with the rest, is again taking on new signs of prosperity, and THE TEAM OWNERS REVIEW hopes that these signs will mean a permanent, lasting improvement.

This being the case THE REVIEW believes the occasion a very good one to call the attention of every team owner to the fact, that, while he is prospering in business, he should not forget to aid in the support of this paper, a journal which in many thousands of ways has made and is constantly making itself useful to him.

Through the efforts of THE TEAM OWNERS REVIEW, since it was first published in 1902, improved conditions have manifested themselves in the teaming trade, by which every team owner has been benefited. What was at one time an unknown, demoralized trade, is now a definite, well organized branch of the commercial interests of this country. This was accomplished through the organization of the National Team Owners' Association, a movement which was for the first time agitated through this paper, and was made an accomplished fact through the efforts of this paper.

The good the National Association has done to the teaming interests of this country is so vast, so far-reaching and so universal, that its influence is now felt everywhere, and it will continue to do so, as the Association grows.

This paper for the first time brought the team owners from the various States of the Union together, and thus aided in the cementation of a social and business relationship, the value of which is priceless.

Is there one of the team owners, who can now count his friends and acquaintances in the business by the hundreds scattered throughout this country, who would like to go back to the time when the horizon of his business relationship among the men in his own trade was limited by the walls of his own office, or at best by the boundaries of his home city?

It was THE TEAM OWNERS REVIEW which brought them together, which still keeps them together, and which from month to month gives them the opportunity to discuss through its columns subjects of common interest and mutual advantage.

And what does THE REVIEW ask in return for this service?

"ONLY THAT EVERY TEAM OWNER SUBSCRIBE FOR THIS PAPER."

Although the readers of this paper now number into the thousands, there are still many team owners who only get the paper when it is sent to them as a sample copy and they do not have to pay for it, and to them we want to say, that the dollar, which the yearly subscription to THE TEAM OWNERS REVIEW costs, is a dollar well spent in your business.

In fact, you cannot invest a dollar in your business, that will bring you a larger profit than this paper does, if you read it from month to month. There is not an issue which does not contain some information pertaining directly to your business, which is not worth to you ten times what the paper costs you for one year.

Send your dollar now and let us enter your name beginning with this issue.

THE TEAM OWNERS REVIEW,

Renshaw Building,

Pittsburgh, Pa.

ST. LOUIS TRANSFER COMPANY,

ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS,

RECONSIGNMENT AND DISTRIBUTING AGENTS,

EXTENSIVE STORAGE WAREHOUSES,

PASSENGER VEHICLES TO AND FROM UNION STATION,

BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,

BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY,

Passenger Office: 506 CHESTNUT STREET.

G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.



THEY ALL LIKE IT
THAT'S WHY HUNTERS NO. 3 GENERAL PURPOSE
HORSE BRUSH
 IS MAKING
THE HUNTER BRUSH CO.
FAMOUS

Prices are the same to all—\$3.50 a dozen or \$42.00 a gross. Orders of 3 dozen or more f. o. b. your city. Terms 2 per cent. ten days, 30 days net on all orders over 3 dozen, under that cash with order.

FACTORIES: BLANCHESTER, OHIO.

The COMMERCIAL VEHICLE

Published Monthly.

1402 Broadway,

New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.



STORAGE,
 PACKING,
 MOVING.

INDIANAPOLIS,
 IND.

DESIRABLE AGENTS WANTED.

Team owners preferred. Send for FREE sample of our WOOLFAT, HOOF SOFTNER for the cure of horses' feet and sores of all kind. We name but one resident agent in each locality. Enormous demand; factory flooded with orders from farmers and horse owners.

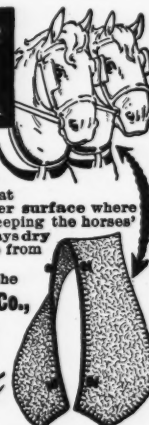
Address,
 E. J. WORST, Ashland, Ohio.

No More Sore Shoulders

Ventiplex, the new collar pad, positively prevents galls and sore shoulders. Made of a new fabric that carries all sweat and moisture to the outer surface where it evaporates, thus keeping the horses' necks and shoulders always dry—comfortable and free from galls, sores, etc.

Manufactured only by the
Burlington Blanket Co.,
 Burlington, Wis.

Ventiplex
 PADS



If your dealer can't supply you, write us.

THE TEAM OWNERS REVIEW.

Read what Mr. Isaac Goldberg, of New York City, the
First Vice President of The National Team Owners
Association says about The Team Owners Review:

New York, August 4th, 1909.

PRESIDENT & EDITOR "TEAM OWNERS REVIEW"

705 RENSHAW BUILDING

PITTSBURGH, PA.

DEAR SIR:—



Have just returned from my vacation and have read your July issue of the convention proceedings and am amazed to note that you have been able to print same in so short a time, which is very commendable and a tribute to the forces in your employ.

The money, labor and time you have given to the Team Owners of this country and the amount of good advice given in the interest of Team Owners warrants every Team Owner in this country to immediately subscribe to your valuable "Review," as it is the only paper published in the "United States" that deals directly with our line of business.

The committee which was sent to Washington in reference to the tariff on oats have been partially successful as they have been able to prevent the increase of the five cents per bushel to be placed on oats, leaving the tariff the same as before at fifteen cents per bushel.

Very truly yours,

ISAAC GOLDBERG.



A PLAIN QUESTION OF PROFIT.

The maintenance expense of your vehicles is the one perplexing problem which you must solve.

WHEN YOU CONSIDER THAT

TIMKEN ROLLER BEARING AXLES

reduce the draft 50 Per Cent., save wear and tear on both horse and vehicle, and save feed bills, you can readily see where it is more profitable to use **TIMKEN ROLLER BEARING AXLES** than any others.

TIMKEN ROLLER BEARING AXLES require oiling but once a month, and are guaranteed for Two Years.

Let us tell you more about how to GET THE PROFIT.

THE TIMKEN ROLLER BEARING COMPANY, Canton, Ohio.

BRANCHES: 10 E. Thirty-first Street, New York.
429 Wabash Avenue, Chicago.

WE ARE
HERE TO TELL
YOU
THAT AN ADVERTISEMENT
IN THE
TEAM OWNERS REVIEW
IS WORTH
ALL IT COSTS
AND THEN SOME.

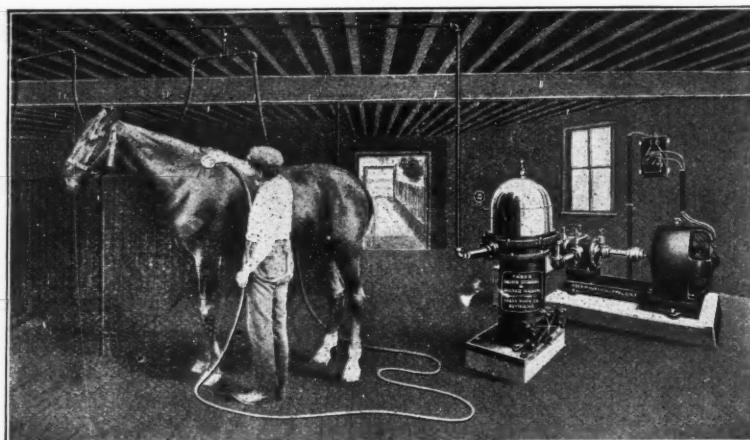
When answering advertisements please mention THE TEAM OWNERS REVIEW.

Taber Massage and Horse Grooming Machine

BUILT IN THREE SIZES.

Grooming Capacity 15, 30 or 60 Horses Per Hour.

KEEPS
STABLES
SANITARY
GROOMERS
INHALE
NO
MICROBES
HORSES
ENJOY
TREATMENT



ALL DIRT,
HAIR
and
DANRUFF
REMOVED
INSTANT-
ANEOUSLY
BY
VACUUM
PROCESS

TABER PUMP CO. 86 Ellicott Street, BUFFALO, N. Y.
Write for Illustrated Circular.

WATER IN THE STABLE A NECESSITY

THE

"BUCKLEY" DEVICE



for watering stock is the leader.
Why not use the best? Write
to the manufacturers for a de-
scriptive circular, showing the different styles for
Cattle and Horses.

POUGHKEEPSIE FOUNDRY & MACHINE CO.
POUGHKEEPSIE, N. Y.



SOLD BY HARNESS DEALERS 3 OZ. BOX,
10 CENTS. 5 POUND PAIL, \$1.00

"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences."

Yours truly,

W. T. McFALL,

Prop. The Eureka Hotel, Abbeville, S.C.



SPAVIN

Dr. McKenzie's Norwegian Spavin Cure has stood the test for the past 30 years in the cure of Ringbone, Bone Spavin, Splints, Curbs, Side Bones, Boney Enlargements, Bog Spavin and all kinds of enlargements that can be removed by absorption. The most important part to the owner is that the horse can be put to slow work every day while the cure is going on.

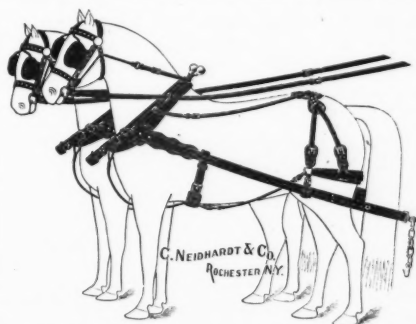
Advice and directions as to treatment on each bottle. This is not a liniment.

Sent by Mail, Price \$1.50

Address Dr. J. C. MCKENZIE & CO.

19 Spring Street Rochester N. Y.

An Advertisement in the TEAM OWNERS
REVIEW brings results.



“Neidhardt Harness”

are made of good material and will give you entire satisfaction. They are made for service.

ASK YOUR LOCAL HARNESS DEALER OR WRITE US FOR CATALOGUE

C. NEIDHARDT & CO.,

Manufacturers

ROCHESTER, NEW YORK.



IT OUTLASTS OTHER AXLE GREASES.

Dixon's Graphite Axle Grease lasts from 2 to 5 times as long as most greases—because of the durability of its base, Dixon's Flake Graphite. Write for free sample.

Joseph Dixon Crucible Co.

JERSEY CITY, N. J.

Long Distance Telephone

15th Season

STOP AT THE
Hotel Ponce de Leon
AND ANNEX

WHEN AT

ATLANTIC CITY

Virginia Avenue and the Beach

The Hotel Ponce de Leon is newly furnished throughout with rare taste, and possesses all modern requisites for convenience and comfort of guests.

Hot and Cold Sea Water Baths European and American Plan

A Booklet will be gladly furnished on application.

Rates running from \$12.50 to \$30.00 per week, according to location of the rooms.

Official Hotel American Motor League and the
International Automobile League.

Garage Capacity 200 Machines

For further information address

ALFRED B. GRINDROD

Proprietor and Manager, Atlantic City, N. J.



Mr. Transferman
The latest improved,
up-to-date guaranteed

Climax Cable Trace

is used and endorsed by the leading contractors, liverymen, ice and coal companies of the U. S.

Why?

Let us prove the worth of the CLIMAX Cable Traces which we sell to you under a positive guarantee if not satisfactory we'll refund the price.

Ask your jobber or send for catalog.

The Spencer Mfg. & Machine Co., Spencer, W. Va.

Don't fuss over a little slump in business.

Join the wise advertisers of the TEAM

OWNERS REVIEW. Even a card like

this is noticed. YOU SAW THIS. : :

KRESO DISINFECTANT

FOR THE STABLE

Prevents infectious diseases. Kills disease - germs, parasites, lice, maggots, worms. Cures galls, grease-heal, scratches, thrush, proud flesh, mange, sores, collar-boils, barb-wire cuts, etc.

DISINFECTS, CLEANSSES AND PURIFIES

Write for circulars giving directions for the use of Kreso.

THERMOFUGE

The Ideal Veterinary Poultice. Always ready to apply. None of the dangerous qualities of the old vegetable poultices. Send for booklet on its use, and illustrations "HOW TO BANDAGE A HORSE."

OTHER VETERINARY SPECIALTIES:

Kreso Dip, Influenza Antitoxin, Mallein Tuberculin, Nuclein Solution (Veterinary), Antistreptococcic and Antitetanic Serum.

PARKE, DAVIS & COMPANY

Laboratories: DETROIT, Michigan, U. S. A.; WALKERVILLE, Ont., Can.; HOUNSLOW, Eng.

Branches: New York, Chicago, St. Louis, Boston, Baltimore, New Orleans, Kansas City, Indianapolis, Minneapolis, Memphis; London, Eng.; Montreal, Que.; Sydney, N. S. W.; St. Petersburg, Russia; Bombay, India; Tokio, Japan.

THE "GIBSON" CRUSHER

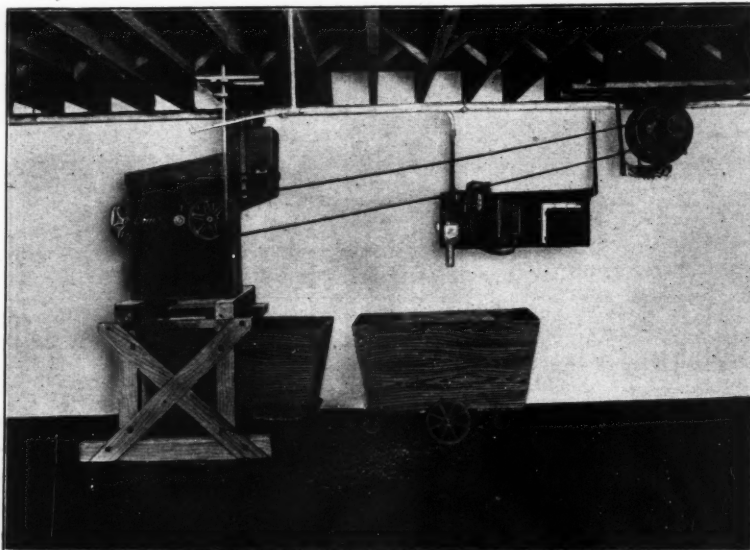
is guaranteed to Save 15 per cent. on whatever quantity of whole Oats you feed your horses, or ship the Crusher back to us at our expense. Try it first before you buy.

OUR TERMS OF SALE ARE

NO SATISFACTION

NO SALE.

HUNDREDS IN USE ALL OVER THE UNITED STATES.



Cut shows how Oat Crusher is Set up and operated in Wells Fargo & Co's Stable, Chicago, Ill.

CAN BE OPERATED IN ANY STABLE.

WRITE FOR CAT. "F" GIVING FULL INFORMATION.

GIBSON
Oat Crusher
Co.

1217-18 Fisher Bldg.
CHICAGO,
ILL.

CO-INVENTORS
OF THE CRUSH
ED OAT HORSE
FEED.

THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. VIII.

PITTSBURG, PA., SEPTEMBER, 1909.

No. 9.

LET BUSINESS MEN ORGANIZE

In these days of corporation and income tax propositions, of assaults upon the railways, and of raids upon property of all sorts from many directions, there is an imperative demand upon the representatives of the great industrial, financial, and transportation interests of the country to take steps to make their influence distinctly felt in Congress and in the various state legislatures. The National Council for Industrial Defense shows how business men may act effectively if they co-operate with promptness, vigor and intelligence. That league, which is composed of 198 national, state and local organizations of business and professional men, which has representatives in nearly every state, did a work for good government and sane and robust Americanism in the past two years for which it has never received adequate recognition from the press of the country.

From all over the country delegations from the National Council for Industrial Defense went to Washington in January, 1908, and, in conferences with President Roosevelt and the leaders in the Senate and House, protested against the class-legislation program which the leaders of the American Federation of Labor were trying to frighten Congress into enacting, on the threat of opposing the Republican party in the campaign which was to begin a few months later. Through the influence of the council, that un-American propaganda was defeated. In June of that year, when the same elements endeavored to force an anti-Republican program into the platform of the Republican convention in Chicago, the council again fought them, and once more defeated them. During the canvass representatives of the coun-

cil, in every one of the Northern and Western States, worked zealously and effectively for Mr. Taft, although many of them were Democrats. The council participated in the campaign not as Republicans or Democrats, but as friends of honest, sensible Americanism, who wanted to head off any rash experiments in legislation.

There are more reasons for business men to organize in their own defenses now than there were in 1908. Assaults upon property which were not contemplated last year are made now. There was nothing in the Republican platform about a corporation or an income tax. Nobody can tell what further menaces of the same sort may be in store for us when Congress meets in its regular session in December. That will be the long session. Demagogues and mischief-makers will have abundance of time on their hands in which to make trouble for the solid business interests of the country. The fact that a campaign for the election of a new Congress will be near at hand will make the politicians in both parties timid. They will be inclined to surrender on vital principles of good government.

On the day after the election of 1908, Mr. Taft said that, in a very large measure, he owed his victory to the work which Democratic and Republican business men did for him in the campaign. He referred particularly to the fight which was made for him by the Republicans and Democrats of the National Council for Industrial Defense, with their machinery extending throughout the country. A still more imperative need for united action by business men of both parties is just ahead of us. The council offers a nucleus for a strong concentration of effort by men engaged in all sorts of industries and in transportation and commerce, in defense of their interests. Either in co-operation with the National Council for Industrial Defense or in some other league, but preferably with the council, the business men of the country should organize so as to work in Washington in the coming winter, and in every state in the campaign next summer and fall, to check the wave of destructive radicalism which threatens to sweep over the country.—"Leslie's Weekly."

A. GRAND PROJECT.
THE NATIONAL ASSOCIATION OFFERS PRIZES TO THE TEAM OWNERS
FOR GETTING NEW MEMBERS.

The administration of the National Team Owners Association wants to increase the membership of all local organizations, and in order to make it an inducement for each member to aid in this campaign, the National body proposes to give prizes to those who are most successful in securing new members. The whole plan is explained in the following communication, which has been promulgated by the National officers. It is a great and grand project, and every team owner, who is now a member of the organization, should take the utmost pride in the scheme and further it along to the best of his ability. The object is to double the membership in the next three months. Can it be done? Of course it can, if we only make up our minds to do it. Naturally it will require some effort, but not a great deal; and when we think of the results that will be accomplished it is well worth working for.

Let us remember this: The greater the number of team owners organized into an association, the more powerful will be its influence and the greater will be the benefits that must come to each individual member. Now let us all get busy and work to double the membership by December 1!

To the Officers and Members Team Owners Associations:

Gentlemen:

The need of new members is apparent to all. The history of all organizations that succeed is "success." We want "success" for our Association. We want to grow and prosper, reach out and gather in the Team Owners from all over the United States and bring them into our Association. Those of you who are members, realize the benefits you have received and those yet to come, but we want to gather in our Brother Team Owner who has not yet cast his lot with us. He does not fully realize the benefits he is missing. It is our duty to bring before such, the aim and object of our Association. We know our members are busy business men who work hard, long hours, and have much responsibility, but we are going to ask you to help double our membership during the next three months. We are firmly convinced after a careful study of the situation, that this is the one best thing we can do for all concerned, and while we have had your material and moral support in the past, we are going to ask you to do something for the Association now, that will not only help the Association, but yourself as well.

As stated above, we want to double our membership within the next three months and this is such an easy matter that it seems strange that no one has suggested it before. We are going to ask every member to secure a new member within the next three months. Now, Brother Member, that is a small request, but think of the results. Surely you can afford a spare moment to explain the aim and object to your neighbor. We believe you will be glad to do it and we know if you will help our Association will grow as it never grew before.

Now, the National Association wants to help in this grand work and it has been decided that the following Prizes will be given by the National Association to encourage greater rivalry between Locals and individual members. The National Association therefore offers the following prizes:

THE PRIZES.

First prize to the Local admitting the largest number of new members.....\$25.00
 Second prize to the Local admitting the second largest number of new members..... 10.00
 Individual Button, GOLD, to the member who brings in 10 or more new members.
 Individual Button, SILVER, to the member who brings in 5 or more new members.
 Individual Button, BRONZE, to the member who brings in 3 or more new members.
 Individual Button, ENAMELED, to each member who brings in 1 or more new members.

The conditions to be as follows: Upon the admittance of a new member between September 1, 1909, and November 30, 1909, the Local Secretary must notify the National Secretary, giving the name and address of the new member and the name and number of his Local, together with the name of the member who recommended the new member. Application cards will be furnished by the National Secretary at a small cost. All new members must be admitted to the Local not later than 12.00 P. M., November 30, 1909, and the Application Cards must be in the hands of the National Secretary not later than 12.00 P. M. November 10, 1909. The National Secretary will keep an accurate account of all the new members and the Prizes will be awarded by the National President.

Now, let's get busy and do things for the Association. Let your watch words for the next three months be "Show Me" and help make the Association a success.

Yours truly,

W. T. BANCROFT,

Secretary.

HUPP TEVIS.

President.

APPLICATION CARD

National Team Owners Association,

INCORPORATED

City State..... Date19...

Having formed a favorable opinion of your Association, we hereby make application to become a member of the same. Find enclosed our check for \$.....dues and initiation fees.

Applicant Address

Recommended by..... Local:..... No.....

Application hereby endorsed and said applicant recommended for admission:

.....
Committee on Applications.

Notice! Local Secretary must file this and make copy of same and mail to National Secretary.

A NEW ASSOCIATION

The Queen City Team Owners Association of Buffalo, an organization of team owners in that city, although distinct but yet in perfect harmony with the Buffalo Trucking Association, has been formed recently, and the prospects for its success are exceedingly bright. M. F. Davis of the Thomas-Davis Company, is the secretary, and he writes THE REVIEW that they have already some ninety firms and owners on their list of members, and that the outlook is very good.

NASHUA WORK HORSE PARADE

The first Work Horse Parade ever held in New Hampshire took place in Nashua, Independence Day, as one of the features of the day's celebration. It was successful beyond the highest anticipations of the promoters. Over one hundred teams were in line, consisting of four and two-horse hitches, single teams, ladies' and gentlemen's driving horses, letter carriers' rigs, and the most aged horses. It was in charge of the New Hampshire Woman's Humane Society.

Money was given as first prizes, large leather

flynets for second prizes. The aged horses received prizes of nice warm blankets, contributed by the children. The Crown Hill section of the city furnished prizes for the rural letter carriers' teams.

Every horse wore a handsome satin rosette of the colors of the society, violet and gold. Several of the large teams were trimmed with the national colors, and flags were conspicuous everywhere. These teams were filled with children who added to the enthusiasm manifested all about the streets. It was truly an object lesson.

No horse wearing the overhead check, or galled or lame, was allowed in the parade. The oldest horse which won a prize was thirty-eight years of age.

The success of this first parade leads the society to make it an annual affair. Prizes will be offered for all horses making the greatest improvement in their condition during the year.

BUFFALO'S ANNUAL OUTING

The members of the Buffalo Trucking Association gave their annual day's outing on the 10th of last month, and as usual they spent a very delightful time together.

At ten o'clock all boarded one of the Moon line of pleasure boats and started down the Niagara river. At Tonawanda the switch was turned and guided the boat through the lock into the Erie canal—the oldest line of transportation out of Buffalo—which winds its way through a fine farming country, and gave all an opportunity to view the work that is being done by the various contractors in widening and deepening this vein of commerce, which is destined to compete with the Welland canal when completed. This improvement will cost the tax payers of the state of New York more than one hundred million dollars. The machinery used by the contractors is of a labor saving kind. Where thousands of men and teams were used on the old and original canal, and boats drawn by horses numbered into thousands, but few are seen in a day's ride. Many predict when the new barge canal is completed the commerce of this route will again become a busy line and its banks will become a beehive of industry. There were about seventy in the party; the committee in charge engaged a first-class caterer and the delicious lunch served both noon and evening was relished by all. The musicians kept all good natured, and many songs were sung, all having a jolly time. The climax came when Tom Downing took his lady and asked all to join in an old fashioned dance.

I leave it to Tom to tell you why he did not have the pleasure of dancing—he lays it to Julius

Wurtz. All had a good laugh at Tom's expense.

A stop of one-half hour was made at the Bedell home on the return trip, arriving at the home dock at 8.30 P. M., where many a pleasant word was spoken and good wishes extended before the party broke up and departed for their homes. August 10, 1909, will long be remembered as one of the pleasant outings of the Buffalo Trucking Association.

R. G. M.

DRAFT HORSES FOR SHOW

The breeders and raisers of fine draft horses throughout the West will become an important factor in the national horse show to be given in New York City in December. The National Horse Show Association, following the suggestion of Alfred G. Vanderbilt, has offered \$10,000 in prizes for the highest types of Belgian Percheron shires and Clydesdales, and as these fancy draft horses are bred almost exclusively in the West the Western interests in the show will be considerable. Among the exhibitors of draft horses will be the McLaughlins of Kansas City who a few days ago purchased the champion Percherons of France; the Crouchs of Lafayette, Ind., who have purchased a number of champion Percherons abroad; Alexander Galbright of Janesville, Wis., who has just received a shipment of champion Belgians, and the Troumans, who recently acquired the best shires exhibited at the royal horse show in London.

HORSE SHOWS COMING

Newport, R. I., September 6-8.
Hartford, Conn., September 9-11.
Empire State, Syracuse, N. Y., September 13-18.
Mineola, L. I., September 23-25.
Poughkeepsie, N. Y., September 29-30.
Brockton, Mass., October 5-8.
Louisville, October 11-16.
Hagerstown, October 12-15.
Atlanta, Ga., October 19-22.
New York National, November 8-13.
Chicago, December 6-10.

THE IRRITABLE DINER.

Gentleman—You don't mean to say you call this flavorless stuff oxtail soup, waiter?

Waiter—Yessir.

Gentleman—Then take it out and let the ox dip his tail in it two or three more times.—"Lippincott's Magazine."

OFFICIAL NEWS

From Our President.

I desire to reach as large a number of team owners as possible and I know of no other way of doing it than by using THE REVIEW as my medium for that purpose, and I shall continue in every issue of THE REVIEW to try to impart some information, or to get in line with our members so as all may be posted on the work that is being attempted and whatever degree of success we are meeting with.

In the first place, I must ask your indulgence and that you practice to a great degree the spirit of harmony and patience, as I find it requires some time to get the year's work started off just right. But I believe by the time the September number of THE REVIEW reaches you, you will have received a copy of the proceedings of the National Convention at Boston, and also a copy of our amended by-laws, so that for the remaining ten months of the year the field will be open for work.

I may have several suggestions to make in future issues, but at this time I desire to suggest each local to give me the name of the city nearest to you where a local might possibly be established by proper effort on our part. In writing me, kindly let me know if you have someone in your association that would be willing to make a visit to the city that you recommend and try to organize an association. This can be done with much less expense in this way to the National than for me to incur the expense of a trip several hundred miles. I make this request because I feel satisfied that we all are working for the one great end. That is, to build up our organization as rapidly as we can to the proportions that it ought to be.

We have lots of work ahead of us and it seems as the days go by that the time is very short to accomplish what we desire before our next National meeting. Our first object is to organize locals so as to meet our ultimate desire of increased membership, and then with proper consideration of matters of interest to all, I anticipate that the financial problem will be more easily met.

I shall be disappointed if during the period between now and our next annual convention, we are not successful in compelling the railroads to load carload lots of freight, and believe that we will be successful in getting other concessions from them also. We want to keep our minds firmly fixed on the fall and winter's work of securing advertisements for our "Manual" or "Annual Directory." Much should be accomplished this year because of the work having been mapped out and

the necessity recognized for great activity. We would be recreant to our trust if we did not, as National officials, try to build up and perpetuate the good work that has already been established by our predecessors who have given so much of their valuable time and have lent to the association work generally the benefit of their years of experience in the teaming business.

I will esteem it a favor if the secretary of each Local Association will at his earliest convenience write me a letter giving me the present condition of his association.

Yours very truly,
HUPP TEVIS,
President T. O. A. O. A.

To the Officers and Members:

Gentlemen:—Another month has rolled around and the question is, have we accomplished anything for the good of the Association? Your special Committee on Legislation went to Washington, D. C., and presented your case in reference to taking the duty from oats and hay. That we did not accomplish all we could wish for is no reason for discouragement. This matter should be brought to the attention of each of your congressmen this summer, so that when Congress again meets you may get an earlier start.

We trust every team owner will write the State of New York Public Service Commission, District No. 2, Albany, New York, for the decision on loading and unloading freight. Every member should become familiar with this decision.

This office can now furnish each Local with Application Blanks and Traveling Cards, and will be glad to do so upon request.

This office has mailed to each Local Secretary a blank asking them to give up a list of his membership, names and addresses. This information is absolutely essential to this office and we trust will be complied with promptly.

In this issue of THE REVIEW will be found a list of prizes offered by the National Association for new members. The conditions are very favorable to all Locals and members. The prizes will be well worth your efforts, and we trust that every member will do his part to make these three months the best ever recorded.

I wish to call the Local Secretary's attention to the new application card, Section 8, Article 2, of the National By-Laws, providing as follows: The Secretary of each Local Association shall immediately notify the Secretary of this Association of the election of any person to membership in such Local Association, and of the resignation or expulsion of any member therefrom.

Now, by using the new Application Card all that will be necessary, is to make a copy of the application, place thereon my name and address

with a one cent stamp and mail. You will thus comply with the law easily.

It is the hope of this administration that all members will make a special effort for new members. It is a pleasure to report the organization of one new Local, situated at Youngstown, Ohio, of which Mr. H. L. Yerian is secretary, and we wish them all prosperity.

Any information this office can furnish the members will be gladly given upon request.

Yours truly,

W. T. BANCROFT,
Secretary.

HUPP TEVIS,
President.

**TEAMSTER'S UNION NARROW MINDED
Tries To Prevent Work Horse Parade In
San Francisco.**

Preparations have been going on for over a month for a work horse parade to be held in this city September 9 of this year. The committee of arrangements had not gone far with its work, when an unexpected hindrance developed.

A prominent furniture moving and storage concern, having had some trouble with some of the union drivers in its employ, decided to employ men regardless of their labor affiliations. In this they met the opposition of the local teamsters' union. This union is making a bitter fight against the storage company. Their leaders surmised that the storage company might have some teams in the parade, and on this supposition decided that their members would not participate. This move would have the effect of killing the event, for almost all teams in this city, except driven by the owners, are handled by union drivers. By friendly negotiations the parade committee tried to arrange the matter with the union, but to no avail. They were courteous, but firmness itself, in their negative reply. The firm in question, the Bekin Van Storage Company, hearing of the trouble, magnanimously declined to make any entry in the parade; and in addition, enclosed a handsome donation for the benefit of the event. This generous act of the storage company is highly commendable as compared with the narrow minded stand of the teamsters' union.

Now everything with the parade committee is progressing favorably, and as far as indications go, San Francisco's first work horse parade will be one worthy of our city; and an event long to be remembered as the beginning of a new era here, in behalf of the horse. By it, those who handle, as well as those who own horses, will be taught a lesson of humaneness in their behalf.

F. J. D.

TO DISPLACE BRITISH HORSESHOES

The United Kingdom of Great Britain and Ireland is all stirred up over the little city of Joliet, Ill., U. S. A., and exercised to a point where a change in the ministry of war is a remote possibility; the districts of Sheffield and Birmingham are up in arms and demanding questions of the prime minister, don't ye know—altogether it's a pretty mess.

But it's a fact, according to advices received through consular sources and in general if somewhat conservative terms confirmed by our own Col. Bennitt. It is true that the Britons don't exactly recognize Joliet in the equation, but they want to know why it is, don't ye know, that the whole bloomin' British cavalry and artillery and commissary is patronizing a blasted American industry to the virtual exclusion of British products and shoeing their horses with horse shoes made by the Phoenix Horseshoe Company.

Of course, it's a fact. The war department has tried out horseshoes made in England and in Wales and also in Germany even, with the idea of getting the best there is. And then they tried again and a sample order from America was shipped in and outwore them all.

And the sample came from Joliet, Ill., U. S. A., and the factory up on the northwest side where they have the sign of the Phoenix and violate all the superstitions by continually taking the horseshoes from the door and shipping them all over the world.

It appears that the sample order gave such satisfaction that the latest batch of requisitions from the farriers of the various departments specified the Phoenix horseshoes.

Which resulted in a roar from the home manufacturers and workmen, which threatens to make no end of a beastly row, ye know, before it is over.

What the result will be remains to be seen, but even if home pressure is strong enough to provide that all the shoes "made in England" be placed on the feet of the horses in Aldershot and Windsor and at the Guards, in times of peace and occasions of parade, it is probable that the passes of Afghanistan and the veldts of South Africa, where service is serious and the best none too good, will continue to be marked with the stamp of the shoes made by the Phoenix Horseshoe Company in Joliet, Ill., U. S. A.—"Crow Bar."

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

W. T. BANCROFT

THE REVIEW felicitates itself upon the fact of being able to publish in this issue the photograph and a biographical sketch of W. T. Bancroft of Kansas City, Mo., who has been elected secretary of the Team Owners Association of America at the last convention, held in Boston in June. While Mr. Bancroft is known to those team owners who have been regular attendants at recent conventions, there are nevertheless many team owners who do not know him, and as they will undoubtedly hear from him on many occasions from this time on, this sketch will be of especial interest to them.

W. T. Bancroft was born at East Avon, Livingston county, New York, June 25, 1862. His father is Doctor T. D. Bancroft, who for many years was a commercial traveler, well known throughout Kansas, Missouri, Nebraska and Colorado.

His mother was formerly Miss Susie Archer, whom his father married in Washington, D. C., in 1860.

Mr. Bancroft was educated in Lawrence, Kansas, and after leaving school he spent some years in Colorado and New Mexico, but returned to Kansas in 1880, beginning work soon afterwards in the wholesale grocery house of Ridenour-Baker Company, in Kansas City, Mo., for whom, ever since, he has been in charge of the shipping department.

On December 2, 1883, he was married to Miss Nora Fitzgerald of Leavenworth, Kansas, which union has been blessed with two children, Estella and Thomas. Mr. Bancroft first became interested in organization through the Ancient Order of United Workmen, offering himself as a candidate, and became a member of Armourdale Lodge, No. 216, on July 20, 1887.

At the next meeting he was elected Recorder, in which position he served for three years. He subsequently served one term as Master Workman, and was elected representative to three sessions of the Grand Lodge, serving on the Committee on Appeals and Grievances, also, the Committee on Credentials, and was appointed Supervisor for the Fifth District in 1893. He became a charter member of Armourdale Legion, No. 69, Select Knights, and was elected Commander. He has always taken a very active interest in the Legion work and has filled every chair in the subordinate Legion. He was elected Grand Vice Commander at the session held in Kansas City, Kansas, in 1891, and Grand Commander at the session held in Topeka, Kansas, in 1893. His activity in the work of the Legion was no less

marked abroad than at home, as he was the organizer of Wyandotte Legion No. 71, Argentine Legion No. 110, and Turner Legion No. 122. At the organization of the Supreme Lodge of the Benevolent Order of Shipping Clerks in 1893 he was elected Supreme Secretary, which position he held with marked success for several years. Mr. Bancroft took up the work of team owners some three years ago. He was elected secretary of Kansas City Local No. 4, which position he has held continuously ever since. He was elected a delegate to the Minneapolis convention, where the friends he made have ever stood ready to rally around his standard. He was again elected as a delegate to the Buffalo convention, and served



upon the nominating committee that year. Upon the solicitation of his Local he again consented to serve as a delegate to the Boston convention at which place he was elected Secretary of the National Association.

Mr. Bancroft is a thorough believer in organization, and the Team Owners Association appeals to him as no other ever has done. As Secretary he will, you may be sure, have plans and ideas that will not lack for the want of push. Mr. Bancroft's whole thought is to double the membership of the Team Owners Association during his administration, and he has no doubt it will be done.

In disposition Mr. Bancroft is by no means demonstrative—would, in fact, be almost consid-

ered diffident. But he has a quiet force of character that makes itself felt among all associations with which he is thrown in contact. Yet, in all his earnestness and zeal, he is so cordial, so frank, so pleasant, that no one suspects in him an antagonist. Even, though their opinions may differ, this is why the rolling years increase the number of his friends and never discover an enemy.

Among The Associations

St. Louis, Mo.

THE TEAM OWNERS REVIEW has been favored with a very interesting letter from Frank F. Tirre of St. Louis, of which the following are a few excerpts explaining themselves:

"Our members generally report fairly busy, although the extreme heat is making it very hard on the stock, and we have been looking for a change in the temperature for relief.

"We anticipate big doings during the coming St. Louis Centennial week, October 3-9, 1909, as the enclosed circular will give you an idea of what we are considering in conjunction with the Centennial Association, which is comprised of the city officials and all of the various business organizations of our city.

"This occasion is designed primarily to commemorate the 100th anniversary of the incorporation of our great city, and from all present indications we fully believe that it will not be without influence on the progress and growth of our city.

"I did not have the pleasure of attending the National Convention at Boston, to my sincere regret, but having a similar task on hand in St. Louis at that time, it was almost impossible for me to get away. The Order KoKoal, an organization comprised of coal men and the allied trades, its object being to create good fellowship among its members, held its fourth annual Pow Wow in our city on July 9, 10 and 11, with headquarters at the Southern Hotel, and as Modoc, or President of that organization, you can readily see my time was pretty well taken up, and I sincerely hope that when the next convention rolls around, I shall be able to drop in line with the rest of the St. Louis delegation, and attend the convention at Cincinnati."

The Souvenir Book of the annual "Pow Wow" of the Order of KoKoal, of which Mr. Tirre speaks, is a very fine volume of beautiful illustrations and replete with all kinds of interesting matter pertaining to St. Louis. That the Pow Wow of

the KoKoals was a success, goes without saying. These gatherings of the coal dealers, which have now been held for four years, have been of great help to the members and they are now fixed events for every year.

Regarding the coming Centennial celebration in St. Louis it is a foregone conclusion that on that occasion St. Louis will do herself proud. The preparations for that event have been placed in charge of a committee consisting of some of the most prominent and influential citizens of St. Louis, and it will be a matter of personal and civic pride with them to see that this event will be conducted in a manner reflecting the utmost credit upon the city as well as themselves.

The Team Owners Association of St. Louis will naturally do its share towards the success of the celebration. A committee has been appointed, of which Mr. Tirre is chairman, to take charge of the work, and the other day the following letter was sent to each team owner of the city:

"At a meeting of this association held at Fraternal Hall on July 20, a committee consisting of Frank F. Tirre, George R. Jansen and A. J. Kuepfert, was appointed to solicit funds from the team owners of the city of St. Louis for the purpose of the grand Centennial celebration, Centennial week, October 3 to 9, 1909.

"The committee addresses this communication to you for the purpose of requesting your financial support toward the Centennial celebration fund, which is being raised to defray the expenses of the festival week, by the various business organizations.

"This occasion was designed primarily to commemorate the one hundredth anniversary of the incorporation of our city, and we fully believe that it will not be without influence on the growth and progress of St. Louis, and as you are interested in the growth of our city, we believe you will give us your hearty co-operation and subscribe on the enclosed card, to the amount you desire to assist us with.

"The Centennial Association will also want a number of teams for the purpose of drawing their floats in the parade, and we would kindly ask you to say how many teams you will be willing to loan with drivers, gratis to the Association."

Cleveland, Ohio.

We lost one of our members by death, Mr. John O'Brien. He was buried Saturday, July 27, 9 A. M. The association presented a large floral piece and attended in a body of 16 members. After the funeral, one of the team owners not in the association asked me if he could join the asso-

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

ciation. He said this was one of the first times that he had seen so many team owners at a funeral. We all wore badges and I think it made a good impression on some of the others.

At our next meeting I expect two candidates for membership; we have a good number but about half of them pay up, but by our next convention I expect a gain of about half our number, and if we succeed to that point we have done well. We have some application cards printed and handed to each member to bring only one candidate.

We had the Humane Society to visit us the other meeting and in co-operation with them we expect to be benefited to a certain extent to help increase our membership. We had fairly good meetings since we came home from the convention and everything looks favorable for us.

Our association wishes me to express thanks for the royal entertainment and hospitality we received at the Boston Convention.

C. F. BECKER, Secretary.

Philadelphia, Pa.

It seems as though the grim reaper has special designs upon reducing our membership, as I have to announce, with regrets, that three of our members died recently. They are Frank Kerr, J. W. Foreman and R. C. Taylor. All of them were exceedingly popular in the organization and their loss is very severely felt.

Business is going along here very briskly and there is no complaint for us to make on that score.

PHILADELPHIA T. O. PROTECTIVE ASSOCIATION,
THEO. GABRYLEWITZ, Secretary.

THE PENCIL MAN CAME NOT

MESOPOTAMIA, OHIO, May 24, 1909.

JOSEPH DIXON CRUCIBLE COMPANY:

Gentlemen:—Please to send me by freight to Lockwood, Ohio, two cases of Dixon's Graphite Axle Grease in cans to retail at fifteen cents per can. Also two cases of this axle grease to retail at twenty-five cents each. I have had this grease but am entirely out now. Have always got it before through your man for this territory who comes here once a year with his pencil wagon, but as I have a few here that think they can use nothing else, I am obliged to order direct.

Yours respectfully,

(Signed) B. G. HEIGES, Hardware Dealer.

THE COLONEL CUT THE REIN

At the annual meeting of the Anti-Bearing-Rein Association held recently, Colonel Josiah Harris, a robust veteran of 85, stated how he had cut the bearing-reins of a pair of horses in Oxford street, London, says "Saddlery and Harness," of London. To the representative of a contemporary he stated that the incident took place a few weeks ago. A very resplendent equipage was standing near Oxford Circus. "I love all animals," he said, "particularly horses, and I think my attention was first attracted by the beautiful appearance of this magnificent pair. They were splendid creatures, evidently of great value, and they were harnessed to a costly carriage. The latter was empty, the owner being apparently in one of the adjacent shops. On a closer inspection I immediately saw that both horses had bearing-reins. They were clearly in sore distress. Both were foaming very freely, and the foam was flecked with blood. I addressed myself to the richly-liveried coachman, who sat on his box with a glacial dignity that almost unnerved me. However, I screwed up my courage and pointed out to the man with studied deference that the horses were in pain and were being cruelly used by the bearing-rein. Exactly what the glacial coachman said in reply Colonel Harris would only repeat under a pledge that it should not be published. It was, however, forcible and uncompromising. I walked away very sadly," continued the colonel, "but I could not get the matter out of my head. In about ten minutes I returned, hoping to find the owner of the horses. He had not returned, but I found a gentleman standing on the pavement, also looking at the animals. 'Isn't that a cruel sight?' he remarked. This decided me. I turned sternly to the glacial coachman and said, 'Will you remove those bearing-reins?' Again the coachman's reply was of that outspoken nature that made a pledge of secrecy necessary. 'If you do not remove them immediately I will cut them,' I said. The coachman was too staggered at this to find words capable of expressing his feelings. He remained silent and immovable." Whereupon the colonel produced a keen knife and cut through the bearing-reins of both horses. "Having done this," he added, "I handed my card to the coachman and said, 'Give that to your master, and tell him I am quite prepared to answer for what I have done.' I have heard no more of the incident, but a fortnight later the same equipage passed me near the same spot, and I was very grateful to observe that the bearing-reins had been abandoned."

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF
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AND
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Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

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Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,

Telephone 4246 Court. PITTSBURG, PA.

Vol. VIII. September, 1909. No. 9.

It is evident that the new administration of the National Team Owners Association is determined to do things. In another part of this issue of THE REVIEW, the president and secretary disclose a plan by which they hope to double the membership of the Association between September 1 and December. According to this plan it is proposed to give prizes to those who secure the largest number of new members. This idea, it seems to us, is a very excellent one, and THE REVIEW hopes that every team owner in the country will co-operate in the success of the plan.

Some time ago we called attention to the advisability of the annual celebration of a team owners' day, and we cited the Buffalo Trucking Association as one of the organizations which hold an outing every year. In another part of THE REVIEW we have an account of the event the Buffalo team owners held this year, on August 10 last, which shows the same success as its predecessors. We hope to see next year that such outings will be held in many other cities. They are a good thing and should be pushed along.

Our Cleveland correspondent writes that a member of the association died recently in that city, and a large delegation of the team owners not only attended the funeral, but also sent a beautiful floral wreath to honor the departed friend. At the funeral our correspondent met a team owner, not a member of the association, who was so impressed with this spirit of fraternal feeling and friendly sympathy, that he immediately expressed his intention of joining the organization. Further comment is superfluous.

The tribute which Mr. Goldberg of New York, the first vice president of the National Team Owners Association pays THE TEAM OWNERS REVIEW on another page of this paper, is greatly appreciated. This journal has now been in existence for almost eight years, and during that time it has done much to benefit not only the teaming trade, but every team owner in this country. It is, therefore, exceedingly gratifying to us when we are told of the fact, especially by someone like Mr. Goldberg, who usually says exactly what he means.

In another part of this issue of THE REVIEW is an article entitled "Let Business Men Organize," to which we wish to call the attention of our readers. THE REVIEW began to preach the gospel of organization among team owners in its first issue, January 1, 1902, and it has ever stood upon the same platform. We said then that it was essentially imperative for business men to get together and co-operate with one another for the protection

and preservation of their mutual interests. The same holds good to-day. The railroads and other transportation interests are ever alive against many of the just demands of the team owner, and the latter can never hope to obtain anything for himself, if he defends his cause as an individual. But when all the team owners of a community get together and join one another in this defense of their rights and demands, the chances are infinitely greater or their ultimate success. We say again: "Organize and form an association."

The recent decision in the United States Circuit Court of Illinois enjoining the members of the Interstate Commerce Commission from putting into effect its order for a reduction of freight rates from Atlantic seaboard and other Eastern points to Missouri and Mississippi river points, will have a very important effect upon the entire machinery of the Interstate Commerce Commission. The case will, however, be carried to the higher courts and undoubtedly obtain eventually the attention of the Supreme Court of the United States. If the latter sustains the lower courts, then the commission will in the future only be able to settle cases of rate discrimination, but it will not be able to prescribe rates itself.

We call attention to the account on another page of a projected Work Horse Parade in San Francisco, which shows the methods adopted by labor unions when they wish to attain their ends, and the entirely different spirit manifested by the team owners. It is through such demonstrations of petty spite and narrow-mindedness that the labor unions are constantly losing ground, because they forfeit any claim to public sympathy by their methods of doing business and their lack of appreciation of the common weal.

THE REAL TROUBLE.

Dr. Elliot's proposed new religion is not taking like wild fire, somehow. The sum of opinion seems to be that the old-time religion is good enough for us. What is needed is a little closer attention to its precepts.—"Washington Herald."

FIGHT ON DEMURRAGE RATES

H. W. Joynes, a commission merchant of Eighteenth street, Pittsburgh, Pa., has filed a complaint in Washington, D. C., with the Interstate Commerce Commission against the Pennsylvania Railroad Company, alleging that it is charging unjust and unreasonable demurrage rates on cars switched to his side track. He says that from the beginning of April to the middle of December in each year from 1903 the railroad has charged for detention of its cars for more than 48 hours the following rates: For the first 48 hours, \$1 per car per day; \$3 for the third, and each succeeding day \$4.

Joynes also alleges that the railroad company makes no allowance for freight damaged or spoiled in transit due entirely to the company's negligence, but insists upon exacting demurrage charges under all conditions.

THE REVIEW APPERCIATED

IOWA CITY, IA., August 4, 1909.

THE TEAM OWNERS REVIEW,
705 Renshaw Building,
Pittsburgh, Pa.

Gentlemen:—Find enclosed copy of advertisement to be inserted in the Transfer Companies' Directory, and to occupy one inch single column. Send in your bill and we will remit by return mail.

Please change the address of THE TEAM OWNERS REVIEW from W. F. Wyman Company, 6 Lovelace Block, Iowa City, Iowa, to The Merchants Dray & Storage Company, 408 College Street, Iowa City, Iowa.

We would not be without your paper because it is very helpful.

Yours sincerely,

MERCHANTS DRAY & STORAGE COMPANY.

USES OF CONCRETE

The Atlas Portland Cement Company of 30 Broadway, New York City, has issued a most interesting book on the uses of concrete construction about the home and the farm. This work should be of especial interest to team owners who contemplate the construction of new barns, stables, warehouses or storage houses.

HORSES AND IGNORANCE

The wagon sunk in the soft uphill driveway to the hubs.

The driver whipped, and lashed, and shouted.

He whipped till men who heard the sound of the blows declared that they hoped that by some sudden act the Almighty might wipe the race of horses off the earth, since men can no longer be kind.

And a boiling hot summer sun beat down while the horses jumped and writhed, and finally one of them refused to pull.

"He balked," said some one.

How criminal! If you were overworked, with the hell of a burning sun all around you, till your blood ran at fever heat; if you were cursed and lashed and then lashed again, wouldn't the sullen SOMETHING take hold of you and make you feel that the brute who was lashing you might cut you to pieces, but no more would you work for him?

"He's balked. Get a piece of twine," shouted another teamster. And the twine was drawn tight around the animal's left ear, pulled up till no blood could circulate, and then there was more lashing until passers-by protested.

You see, when a horse balks, Ignorance says: "Torture it. If you haven't a good torture, invent something. Hurt the animal cruelly and then it will forget to balk."

So the brutal act was carried out by the Ignorant Human, and the load didn't move an inch.

And then along came a real man driving a fine black team.

"What are you trying to do?" he asked the teamster.

"They won't pull it," was the reply.

"They're played out," said the new arrival, quietly. "Don't you know that this is an awful hot day? It is tough on animals. They're all in. My horses were till I gave 'em a good rest. You'll have to turn in and unload, for they will never pull out of there. They can't."

And he helped with the work, and in a little while the big wagon was turned, and the rested horses, with their flanks still heaving and bearing the marks of the whip, were slowly moving down the road.

Oh, Ignorance, the crimes that are committed in thy name!—"Cincinnati Post."

AS A BEST SELLER.

"Tastes have changed. Do you think 'Les Miserables' could make a success to-day?"

"I don't see any reason why it shouldn't, if put into the proper kind of dialect."

WOOD BLOCK PAVEMENT

The Borough President of New York City having taken the preliminary steps for repaving Hudson street with wood blocks, numerous protests against that form of paving were made by merchants of the neighborhood. As a result, the work was temporarily suspended, but not definitely abandoned. The matter was then brought to the Manufacturers Association, which laid before the Chief Engineers of Highways, the grave objection to wood pavement for heavy traffic when wet. It was shown:

That many horses have been partially or completely disabled by slipping, involving a direct loss of thousands of dollars upon individual specified forms.

That owing to slipping the tractive power of horses upon wet wood blocks is decreased about one-half so that in order to pull full loads, the weight of the team must be doubled, thereby making necessary very heavy horses, and increasing the cost of a suitable team from \$300 or \$400 to \$600 or \$750.

Upon the strength of these statements by the Association the Chief Engineer definitely withdrew his recommendation for repaving Hudson street with wood blocks, and further agreed not to recommend the use of wood blocks upon any street having a sloping surface.

TERRE HAUTE, IND., June 8, 1909.

DR. J. C. MCKENZIE,

19 Spring Street,

Rochester, N. Y.

Dear Sir:—Replying to your favor of the 5th, we beg to advise you that the bottle of Norwegian Spavin Cure reached us all right and we are using it on the horse as per your directions.

It seems to be taking off something like a peel or scab. It is doing the horse good in this way, that he is much better and not so lame. We are working him every day. In fact, using him plowing at the present time and he has not missed a day since we have been using this medicine.

If you can advise us any particular way to use this over and above what you have, kindly do so as we are anxious to get this horse cured if we possibly can cure him, as he is only six years old and he has a fine disposition and would be a very valuable work horse if it wasn't for this spavin.

Yours respectfully,

(Signed) TERRE HAUTE OIL & COAL CO.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

MONTHLY MARKET MOVEMENTS

Grain and Feed.

NEW YORK.—Corn: There was little life in the local corn market, but the tone was easier, mainly on reports of good rains in Nebraska. Moreover, the feeling regarding the crop seems more hopeful. It is thought by many that the fine outlook east of the Mississippi more than offsets the damage west of that river. It is claimed that this damage has been overestimated and that it is noticeable only in a scattered way. Final prices were $\frac{1}{8}$ to $\frac{1}{4}$ c lower.

Oats: The market for new crop on the spot for local use was weak and prices more or less nominal. The receipts were larger and the offerings liberal, but no demand reported. Old oats are pretty well cleaned up and we drop quotations on them.

The official closing prices on track (new crop) were: Natural white, 26 to 28 lbs. 42@45c; 28 to 30 lbs. 42@45c; 30 to 42 lbs. 42@45c; white clipped, 34 to 36 lbs. 44@49c; 36 to 38 lbs. 44@49c; 40 lbs. 44@49c; 40 to 42 lbs. 44@49c; track, mixed, 26 to 28 lbs. 43c asked; in elevator, 42½c; standard white, 44c; No. 2, white, 45c; No. 3 white, 42½c; No. 4 white, 41½c.

Prepared Oats: The market continues steady and quiet at unchanged prices. We quote: \$5.80 @ \$6.10.

CHICAGO.—Corn opened $\frac{1}{2}$ to $\frac{3}{4}$ c lower and after a slight rally fell off sharply in sympathy with wheat, and on reports of beneficial rains in Nebraska. Commission houses sold freely and support was poor. Final prices showed losses of from $\frac{1}{4}$ to 1½c.

Corn: No. 2, 69@72c; No. 2 white, 71c; No. 2 yellow, 72@72½c.

Oats: No. 2 white, 37¼c; standard, 37¾@38c.

BUFFALO.—Oats: No. 2 yellow, 40¼@41c; No. 2 white, 40½c.

TOLEDO.—Corn: Cash, 71c; September, 69½c; December, 51¼c; May, 58¾c. Oats: Cash, 38¼c; September, 38½c; December, 38¾c; May, 41½c.

PHILADELPHIA.—Wheat: Cash, \$1.02@1.03. Oats: Cash, 59½@51c.

PITTSBURGH.—Oats:

September	.....	36%	37	36%	36¾	36½
December	.....	36%	36¾	36%	36¾	36½
May	.....	39	39½	39	39%	39½

Hay, Straw and Seeds.

NEW YORK.—Lare bales, prime, \$1.05; No. 1, \$1.00; No. 2, 90@92½c; No. 3, 80@85c; clover, mixed, 80@90c; clover, clear, nominal; shipping, 75c; packing, 45@50c. Small bales, 5@7½c less. Straw, long rye, new, 85@90c. Oats, 35@40c. Wheat, 35@40c.

Seeds.—Seeds at New York, nominal. Chicago, timothy closed, September, \$3.55@3.60; October, \$3.50@3.55; clover seed, cash, \$11.30; March, \$12.20.

TOLEDO.—Prospect of new stock on the market within a few days was the main factor in weakening cloverseed. Samples of red seed were received from Illinois, the first of the season.

Shortage In The Horse Market.

Trade in the horse and carriage lines in New York City continues to improve daily. Dealers in all sections of the city unanimously report big increase in business. At one well known sale and exchange establishment recently it was said by the management that business was the best that firm has had in over two years. The same gratifying reports were forthcoming from all quarters.

The only trouble that seemed to mar the activity of the market was the ever increasing difficulty that dealers encounter in securing stock throughout the country. When they are expecting shipments to arrive according to schedule they frequently receive a wire to this effect, as was the case of a well known auction mart last week: "Cannot ship until later in the week; have only got five; very scarce and high."

There were never so many buyers in the field from all parts of the country. The Middle-West is the wholesale horse market of the nation. It is also the headquarters of many foreign buyers.

With the ever-increasing industries of the country, the opening up of new sections, including the Canadian Northwest, the demand for horses, and especially the draughter, grows apace, and the breeders of the Middle-West don't seem to be able to keep the supply abreast of it.

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WORK HORSE PARADES

At the Boston convention of the Team Owners Association of America, Col. Francis B. Peabody of Boston, who has been interested in work horse parades in this country ever since they were first inaugurated and who is often referred to as the Father of the American Work Horse Parades, made an address, which to THE TEAM OWNERS REVIEW seemed so interesting that we secured a copy of that speech and now present it to our readers in full:

Gentlemen of the National Team Owners Association: I am very glad, indeed to be able to make a few remarks to you. I am not certain that I am able to make a few remarks to you, but of that you will have to be the judge later. I only want to say in reference to the introduction of your president, that I am not in the position of wishing to make some remarks to this association, although I am glad to do it, because Mr. Quimby, who is one of those persuasive chaps to whom it is hard to say no, said to me: "Now, we are going to have a conference of the National Association of Team Owners, and I want you to say something about the Work Horse Parade Association of Boston and the work it is doing, and try, if you can, to point out to these gentlemen why it is advisable for them to co-operate with the associations in different cities, and why it is a benefit to both the associations and the horse owners that such co-operation should be had." That was five or six weeks ago when it was cool and delightful. It never occurred to me that I should have to ask you gentlemen to sit here and listen to me on a hot day in summer when you are trying to attend to your own business, and are looking forward to a night on the cool beaches this evening, or to getting out into the country. I know you are anxious to get on to your own business, so I am going to follow Mr. Quimby's advice and make my remarks short and consolidate them as much as possible.

To plunge at once into my subject, there are three or four ways in which the Work Horse Parade Association in the city of Boston attempts to further its aims. It aims first to improve the physical condition of the work horses in this city, and incidentally to increase the interest of the public in the welfare of the work horse, and also to increase the interest that the driver himself feels in the horse. We feel if there is an improvement in the condition of the horse, if there is an improvement in the interest of the driver, and an ambition to turn his horse out looking

well, that that accrues very much to the benefit of the owner of the horse, and so we copied precedents which have been enforced in other countries for very many years. For more than fifty years they have had in England these work horse parades. I remember the first impression I had in seeing a parade in England on May Day in 1871. In 1871 I landed in Liverpool and saw a parade of work horses, and I came to the conclusion after seeing one thousand or perhaps fifteen hundred of those big brewers' horses, that their horses were finer and better than the ones I had ever seen before, but after seeing the parade of the Boston Association on the 31st of May of this year, I have reason to revise my judgment and have come to the conclusion that by properly stimulating the interest of the driver and the owner our horses can be turned out in just as good condition, fit for work, fine and sleek, as the horses I saw 38 years ago in Liverpool. Now, we don't want to boast, of course. I suppose there is a feeling among you gentlemen who come from other portions of the country that Boston thinks it is the Hub of the Universe, but I want to give this simply because it is a fact, that the first work horse parade given in this country was in Boston, in 1903, and the parade we held the other day was consequently the seventh parade given in Boston since then. And because of the success of the parade in Boston seven other cities have followed our example, and there are now Work Horse Parade Associations not only in New York, Philadelphia, but in Burlington, Cleveland and Columbus, Ohio, in Grand Rapids, Mich., in San Francisco, and in Buffalo. There may be Work Horse Parade Associations in other cities, but these, so far as I know, are the only ones which give an annual parade.

Now, the first parade which was given in this city was in 1903, and there were entered for that parade about 400 horses, and the authorities, the directors of the association at once made up their minds that the basis on which prizes should be awarded should not be a competitive basis. That is, if there were 20 horses almost equally good, instead of giving one horse a first prize, and the next best horse the second prize, and all that sort of thing which would defeat the purpose of the association, which was to give every horse which came up to a certain standard a prize, we, therefore, determined early in the work of the association to give to every horse that seemed to be in good condition, properly harnessed, not lame, not docked, free from all infirmities, and in good workable condition, without regard to his beauty, which was a minor matter, a first prize. Now, the work of our association in the period men-

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tioned has grown so fast that this year instead of having only 400 horses, as we had in 1903, this year we had 1,118 horses in the parade. And I am satisfied the increase in number is even more excelled by the improvement in the quality of the horses. Perhaps I ought not to say the quality of the horses, but the condition in which the horses appeared on that day. The competition between drivers is such that a month beforehand they give more time to cleaning the horses and watering them, they are more careful in feeding them, and in every legitimate and proper way they strive to bring their horses up to a standard which is necessary to obtain a first prize. Now, as showing the growth of the association, I have a few figures which I will read:

Entries the first year.....400
This year (1909) 1,118

And we awarded this year 404 first prizes, 197 second prizes, 77 third prizes, 7 fourth prizes, 4 fifth prizes, 30 highly commended prizes, and 78 special prizes, making in all 873 prizes of varying degrees of excellence given to 1,118 horses. And the large preponderance of first prizes awarded this year, is a fair index of the excellent quality of the horses that were entered. So that we say with great confidence that there has been a steady improvement in not only the situation of the horses or the beauty of the horses, but the condition in which they presented themselves on the 30th of May, for our shows are always held on Decoration Day, which, by the way, this year was the 31st of May.

Now, these prizes consist not only of a bright blue rosette pinned on the horse's bridle, but also a badge, or medal worn afterwards. Not only that, but we also offer to the drivers prizes, or medals, which they themselves can wear.

Special consideration is also given to the number of years which a horse has worked, and also to the number of years which the driver has worked. And this year in the veteran class for drivers the American Humane Society or rather the American Humane Educational Society offered a silver medal for that driver in the parade who had been the longest continuous time in the service of his present employer; also second and third prizes of five dollars and a bronze medal to every driver entered in this class (the prize winner excepted) whose term of service was twenty years or over. And this year twenty prizes were offered to veteran drivers who had been the longest continuous time in service, and the shortest time was twenty years and the longest fifty-two years.

We do not only what we can toward an improvement in the condition of the horses, but to reward those drivers who have served their employers faithfully, and the longer the time the more likely they are to get the gold medal. That is one way.

But to go a little more into detail. There are forty-four classes, beginning with old horses and going on to four-horse teams and almost every branch of industry is represented. There are bakers, both single and double; milk, singles and doubles; express, fire departments, letter carriers, cities and towns, brewers, furniture manufacturers and every class of industry in which horses are used, is represented. When we started the association it was our idea that the only way in which we could make ourselves useful to the community was by giving this annual parade and offering prizes. But since then it has been found that there are one or two other ways in which we can make ourselves useful to the community.

The second and most important is stable competition. We ask the owners in all stables in Greater Boston to enter their stables in competition, and we have five or six judges who go about in the winter visiting the stables, noticing the general conditions, ventilation, care, cleanliness, attention given to the horses, and we have noticed this winter a greatly improved condition over that of the stables last year, a very marked improvement. This year we gave among other things, prizes for that stable which during the last twelve months showed the greatest improvement. It seems to me essential that a horse owner or the owner of the stable ought to know whether his superintendent is capable and efficient; but he doesn't know how efficient or capable they are unless there are perfectly impartial judges looking around, visiting the stables, when they are not expected, investigating and seeing whether the stable is being kept up; and then he can be sure if he gets one of the first prizes awarded to his stable by the judges of this association that he has a good superintendent. If he has a man who lands the second prize, that is not altogether bad; or even a third prize; but he can safely assume that if his stable superintendent is left out of the prizes altogether, he has the sort of a superintendent he doesn't want to keep. Therefore I feel that we can be of some use in pointing out to the owners of stables—good as their stables may be, with open stalls and good ventilation—whether their superintendents are competent. We make it possible for the employer to say: "I am sorry, it is not my judgment, but the judgment of impartial judges that you are not taking proper care of these stables, and I have got to get someone who comes up to the required standard."

Now in that competition each year, and this is only the second year we have had it, there were twenty-one stables this year in Greater Boston that received first prizes; there were eleven that received second prizes, and two third prizes; a special prize of a silver medal given to the stable making the greatest improvement—I spoke of

that before—and twenty-eight stable foremen received first prizes, three second prizes, and there were five first prizes awarded to night men for their efficiency in taking care of stables.

These are a few of the special features of our work.

There are three other features which we think not so important but which have been of great use and service to us. Every winter on Friday night it has been the custom for some man who is an authority on the subject, to speak here in this hotel to all who care to come and hear him, on some subject connected with horses. And this year we gave eight or ten such talks. There were seven of these free lectures beginning with a lecture by Mr. A. B. Root on shoeing. Secondly, my friend Mr. William D. Quimby on "Humane Harnessing," and I am sure you will all join me in regretting that we were not all able to hear them. And, going on, there were lectures on "Experiences of a Humane Agent," "Rules of the Road and Driving," "Diseases of the Feet," "Feeding and Watering," and down to "Handling and Treatment of Horses."

I was told by men who were able to be here and hear these lectures on Fridays, that they were a great help and many sent their foremen and employes of their stables to hear them.

There are two other ways in which we try to help things along. We have a competition for fire department stables, and this last year there were first prizes, not for Boston alone but for the towns about Boston, and this last year first prize was awarded to Everett Fire Department, second prize to Brookline, and third prize to Melrose.

In these four ways and in one other way we try to improve the condition of the work horse.

And the fifth way is we employ an agent, whom we would like to make a permanent agent, who goes about on Sundays and looks over the stables, especially those of peddlers and stables that are likely to be found in poor condition. During the last year the association employed two gentlemen for that purpose who rendered very effective service in many cases. If a horse was found unfit for work, it was reported to the Society for the Prevention of Cruelty to Animals and the society acted promptly in the matter.

I think now, gentlemen, I have given you the various spheres of activity by which we have endeavored to improve the condition of the work horse and stimulate the interest of the driver and the public.

And one more word I have to say to gentlemen is this: We want all master teamsters of Boston who may not have until now fully realized that

we have not only the work horse parade but these other methods by which we endeavor to improve the conditions of the work horse, we want you all to back us up. I believe from the figures I have given you that it is apparent we are doing work which will help improve the condition of your horses and increase the ambition and efficiency of your men, and in doing this we believe we are helping not only them but we are helping you. And we hope you gentlemen who come from the cities where work horse parade associations have been organized—and I have given you a list of them—we hope that you will give these associations the support and benefit of your endeavors. And to those gentlemen who come from the other cities of this great country where no work horse parade associations exist, we hope that you will go back to your cities and co-operate in the formation of such associations.

I have only to say on behalf of the Boston Work Horse Parade Association that the support and sympathy and advice, and all the information which you may desire, will be given by us with the greatest possible pleasure and as fully as possible.

BELGIAN BLOCK NOT WANTED

Market street, Philadelphia, will after all be paved with wooden blocks. A decision was rendered to that effect by the courts of that city the other day. However, the Team Owners Association and a number of other taxpayers, who preferred to have the street paved with Belgian block, on account of the enormous traffic, which has to be sustained by this thoroughfare, made a gallant fight for their side, but without success. It appears that most of the business houses on Market street were in favor of wooden blocks.

THE HORSE HAVEN

The Chicago Anti-Cruelty Society about a month ago opened a place for the refuge of disabled horses, called Horse Haven. This new enterprise consists of a field of twenty acres, fenced in for the use of horses temporarily disqualified for work, especially for horses whose owners are too poor to pay for such accommodations. Sheds and stables have been erected on the land, and veterinary service is supplied by the society. The Haven, located in Beverly Hills at Nineteenth street, about six miles from the city, is in charge of Officer Weber of the Chicago police.

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THE OPEN SHOP

By A. C. Marshall,
Secretary Dayton Employers Association.

The basic principle of the open shop is the right of contract; a right which is infringed by the employer and employed when they enter upon a contract providing for a closed shop, because the contract deprives non-unionists of the right of employment. This is a violation of the provision of the Constitution, that "no person shall be deprived of life, liberty or property without due process of law."

Freedom of contract has been defined by the courts as both a liberty and a property right.

The decisions of courts declare that parties to a closed shop contract are guilty of an unlawful act if compulsion is used, and of a criminal conspiracy if the contract is entered into voluntarily.

Therefore, the closed shop is arraigned at the bar of public opinion, charged with being either an unlawful act or a criminal conspiracy.

Manifestly, closed shop contracts, exacted from employers by labor unions or "strikers," are illegal infringements of contract rights. Agreements binding employers to hire none but union men are an illegal abridgement of liberty, a discrimination in favor of one class of workers and excluding all others from employment.

An employer who makes a contract to employ only union men, or only non-union men, lays himself liable to punishment under the criminal and civil law. Any person may enforce his right to be protected against this conspiracy when he seeks employment in any workshop, store, factory or other place of business.

It is a crime to attempt to force a closed shop agreement on an employer, or demand his signature to such a contract, because it is a crime to seek to influence anyone to commit a crime.

The right of workmen to organize is universally conceded; if unions are organized on correct principles, and are properly conducted, they are of great benefit to their members.

But, unfortunately, the right of organization is almost invariably followed by demand for official recognition, which means that the union shall have authority to dictate the relationship which shall exist between the employer and his workpeople and all others engaged in that craft or trade in the territory under its jurisdiction. Recognition means that the shop is unionized, which is equivalent to union control of employees, and the terms and conditions upon which they shall be employed and also work. This is the crux of trades-unionism.

The result of a strike is of no great importance except as it establishes or fails to establish union domination in the struck plant; wages or hours

are of minor importance. Hence, it is a prime factor in securing and maintaining industrial peace and business prosperity, that the proprietor's right to the control and management of his business be not surrendered as a condition precedent to the settlement of a strike. If a strike results in securing and maintaining these conditions, as differing from those which previously existed, it will prove a good investment regardless of the loss which attends it.

In these times of strong competition for business, small profits and strenuous business methods, an industry conducted in accordance with strict closed shop rules cannot successfully compete with the output of a factory in which each employe is responsible only to himself and his employer, and is governed by the rule, "a fair day's work for a fair day's pay."

More than ever before, the open shop is the profitable shop for both employer and employed, and this is the more true to the extent to which the piece price plan of compensation prevails. This is the most equitable, most profitable, and therefore, the most satisfactory method of ascertaining the wage-earning capacity of workmen, and is sure to come into more general use as its advantages are understood.

The open shop is growing in public favor, and the great middle class or third party in these industrial wars no longer endorses or justifies a strike which involves the general public, if the subject of contention is the closed shop instead of the open shop.

While this is true, the fact must be recognized that the public has and should have something to say about the conditions under which a business is conducted, to the extent, at least, of insisting that they be sanitary, wholesome, not oppressive as to hours and wages, dangerous or prejudicial to morals.

This employers in general concede, and also, that the most kindly and cordial relations should exist between employer and men, and, if the latter are too numerous for a personal relationship, he should be represented by his superintendent, foreman or other subordinates.

Such questions as wages, hours, shop conditions, machinery and all others of mutual interest and importance should be subjects of frank and kindly consideration, with the object of developing the best possible conditions for each party.

"This is all right, theoretically," says the reader, but, in the opinion of the writer who was a large employer of men in manufacturing industries for more than thirty years, it is also practical—practical, because this extended business in varied industries was conducted without a strike, or even a demand.

A rule of force is as unsuccessful in the man-

agement of a business as is the attempt of organized labor to better its condition by force.

The open shop complies with the requirements of the law by protecting the workman in his constitutional right to use his labor as property; it is the workman's natural choice; it gives him freedom of thought and action, responsibility to himself and his employer; it affords the personal liberty which every American enjoys; it is in accord with the fundamental principles of our government, and the supreme law of the land.

The time has passed when coercion, persecution, brutality and lawlessness can be successfully used by labor leaders or their organizations. Public opinion has placed its seal of condemnation on these heretofore recognized methods, nor will it excuse or condone offenses against God and man, committed by unfair and despotic employers who systematically impose upon and coerce labor.

INTERSTATE COMMERCE COMMISSION ENJOINED

Producers of the territory lying between Buffalo, Pittsburgh and Parkersburg on the east, and the Mississippi river on the west, are regarded as the greatest beneficiaries by the majority decision of the United States Circuit Court handed down a few days ago in Chicago, permanently enjoining the Interstate Commerce Commission from enforcing its seaboard and Missouri river through rate in the famous Missouri river rate case.

The opinion of Judges Grosscup and Kohlsaat (Judge Baker dissenting), if sustained by the Supreme Court of the United States, will greatly curtail the power of the commission over transportation rates, restricting it to a sort of police court adjudication of specific cases of alleged discrimination. The rate-making power remains in the hands of the railroads.

The Missouri river cities which would have profited had the commission's order been allowed to go into effect will be benefited by the court's ruling in the Denver rate case, in which a temporary restraining order was issued.

This case and the Missouri river case are similar in principle, the Denver case concerning the commission's order of a new and reduced through rate from Chicago and St. Louis to Denver.

The commission's order of June 24, 1908, reduced the rate on first-class freight from the At-

lantic seaboard (east of Buffalo, Pittsburgh and Parkersburg) to Missouri river points from \$1.47 to \$1.38. This order was issued upon representation of Missouri river manufacturers and jobbers that the seaboard rate of \$1.15 to Minneapolis and St. Paul was a discrimination against them, inasmuch as the Minnesota cities using the cheaper water rate of the Mississippi boats were able to undersell them in their own territory on articles coming originally from the seaboard.

According to jobbers in Chicago, Detroit and other central traffic cities, the order was a discrimination that would ruin their industries.

In their opinion Judges Grosscup and Kohlsaat held that Congress, in creating the Interstate Commerce Commission, had not intended to place a power in the hands of a few men to build up one community or to ruin another. They held that in ordering the through rates at issue the commission has greatly exceeded its powers.

RAT SKIN INDUSTRY

The use of rat skins in various industries has created a demand in London alone to the amount of nearly \$200,000 a year, states a British publication. They are used among other things for bookbinding, photograph frames, purses, and for the thumbs of ladies' gloves. A new branch of work is likely to increase the consumption largely, and as much as 75 to 90 cents a day have been earned by the unemployed in Denmark last year, when the rat act was passed. The damage done by rats in England alone is estimated to amount to many million dollars per annum, and their capture already occupies a large number of persons.

HORSES IN LITERATURE

In sacred writ it was deemed worthy of record that Solomon imported horses from Egypt, while the description of the war steed in Job is accounted one of the finest parts of that finest piece of literature. In Greek myth and English satire the qualities ascribed to Centaur and Houyhnhnm testify sufficiently to the high regard in which the horse has ever been held. The name of Bucephalus is inseparably coupled with that of Alexander. At least one Roman emperor had divine honors paid his charger. Who can picture Don Quixote sleeping on his armor without seeing the princely Rozinante tethered under the dewy night? And the stirring incidents of John Gilpin's ride conclusively proved that the racing blood of far-removed equine ancestors was not entirely wanting in the degenerate descendant.

PIANO DERRICK KILLS

Hundreds of persons in Sixth avenue, in the vicinity of Smithfield street, Pittsburgh, Pa., a few days ago saw a workman dashed headlong in a fall, in which he was fatally injured, from a window on the fourth floor of the Nixon building. Men and women stood horror stricken, unable to do anything to save the unfortunate man. He died while being rushed to the hospital.

Huckey was an employe of the W. F. Frederick Piano Company, and was at work with fellow-workmen delivering a piano to the Nixon building. The piano was being taken to the office in the building from the street, and the rigging used for such purposes was set in place. Huckey was working at the top of the peculiar hoist, and was standing on the window sill of the building when he fell to his death.

The piano was being drawn up to the window and was a few feet from the pavement when the rigging slipped. It gave way, and the weight of the piano pulled it down. The entire mass tumbled to the pavement and Huckey fell with it. Huckey's brains were dashed out as his head struck the hard cement pavement.

W. H. Breen, who has made the piano derrick a study for many years, in commenting upon this accident says in a letter to THE REVIEW: "If my derrick had been used to hoist that piano the accident would not have happened. I have over 2,000 in use all over the country, and I am yet to hear of the first accident."

STOCKHOLDERS MEETING

The Swinehart Clincher Tire & Rubber Company, Akron, Ohio, announces the following officers, elected at the stockholder's meeting held August 23: President, J. A. Swinehart; vice president and general manager, W. W. Wuchter; secretary, C. O. Baughman; treasurer, R. A. May.

J. A. Swinehart, president, will devote his time to the company's European interests, sailing about October 1.

Mr. Wuchter, who has been general superintendent of the Firestone Tire & Rubber Company for the past five years, will assume the active management of the company's affairs, and it is the present intention to eventually embark in the manufacture of a pneumatic tire now being developed, and to carry on a more extensive selling

campaign as their facilities for taking care of business are increased.

For some time past the demand for their solid tires has exceeded their capacity to fill orders, but the entire capital stock of the company has now been sold and immediate steps will be taken to improve their equipment and enlarge their capacity.

They are at present developing and thoroughly testing out an improvement in their solid commercial tire equipment, which promises to still further add to the popularity and long service of Swinehart tires, and which they will be ready to announce to the public in the near future.

FREIGHT RATES CUT

Important reductions in freight rates from Pittsburgh and other points in Western Pennsylvania and Eastern Ohio to the Pacific coast will be made in September, according to circulars received by local shippers from the transcontinental freight bureau.

On September 10 a carload rate of \$13.70 per gross ton on steel rails will be made from Johnstown, Pa., and Cumberland, Md., to the Pacific coast. The old rate between these points was \$14. The same tariff supplement quotes a new special commodity rate of \$13.10 per gross ton on rails from South Lorain, Ohio, to the Pacific coast terminals.

Effective September 20, car wheels and axles, when shipped in straight carloads, will be given a rate of 77 cents per 100 pounds from Pittsburgh, Butler, Homestead, McKees Rocks and Munhall to the Pacific coast. The old tariff requires the local rate between these points and Chicago or St. Louis, plus the 65-cent commodity rate regularly charged on car wheels between St. Louis or Chicago and the Pacific coast.

A reduction in through rates means a saving of several hundred thousand dollars a year to local manufacturers.

The Oscar Lear Automobile Company of Springfield, Ohio, who manufacture the Frazer-Miller Motor Trucks, are putting up a new building and equipping themselves with additional machinery to meet the wonderful demand for their product, which is constantly on the increase.

The business of one well known firm of opticians in England consists largely in the manufacture of horse spectacles.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

MOVEMENT FOR BETTER PACKING

With the idea of reducing losses caused by careless handling and improper packing of goods the railroads are seeking to secure the co-operation of shippers in establishing uniform standards for packing throughout the country. The General Managers' Association of the Southeast has prepared and is distributing a pamphlet describing the most approved and safest methods of packing. The association is not alone in this matter, however, as the subject is being agitated all over the country. The Department of Commerce and Labor has for years been calling attention to the fact that careless packing seriously affects the marketing of American export goods of certain classes. Innumerable complaints have been made to American consular representatives abroad that goods shipped from this country are often insecurely packed and inadequately covered, so that they reach their destination in badly damaged condition.—"Express Gazette."

A HORSELESS SUNDAY

There is a movement on foot in England to keep horses off the street on Sundays, and our valued contemporary in London, Eng., *The World's Carriers*, has this to say on the subject in a recent issue:

We have followed with considerable interest the arrangements which are being made for having what is called a "horseless" Sunday, that is, within a certain given area shutting out during a certain fixed period all vehicles except those mechanically propelled, and while we view with sympathetic interest any experiments made with a view to improving traffic or in order to demonstrate the capabilities of any system of haulage, as a trade journal devoted to the interests of transport in whatever form, and having no "axe to grind" either for or against either horses or motors, we consider that the proposed experiment is one to be deprecated. We do not see the definite advantages to be gained by such an experiment, while we consider that it is likely to add to the prejudices against motor vehicles felt by those who now look upon the industry with suspicion and in some cases dislike. To our mind there is too much of advertisement about the whole scheme to render it worthy of that support which is so essential if it is to be of any value. No doubt those manufacturers whose ve-

hicles will be employed will secure a good advertisement, and will be recompensed for whatever outlay or trouble they may be put to, but this is not the object with which such an experiment should be conducted, and we consider that the disadvantages far outweigh any good which may result from the proposed experiment.

SHIPS OF THE WORLD

The annual summary of shipbuilding just issued by Lloyd's Register shows that the total output of the world during 1908 (exclusive of warships) appears to have been 1,833,286 tons (1,706,179 steam, 127,107 sail). According to the latest returns received by Lloyd's Register, the tonnage of all nationalities totally lost, broken up, etc., during the twelve months amounts to about 794,080 tons (557,000 steam, 237,000 sail). The net increase of the world's mercantile tonnage at the end of 1908 is thus about 1,039,000 tons. Sailing tonnage has been reduced by 110,000 tons, while steam tonnage has increased by 1,149,000 tons. Of the tonnage launched during 1908, the United Kingdom has acquired over 30¼ per cent. Of the total merchant tonnage output of the world during 1908, 50¼ per cent. was launched in the United Kingdom; but, if only sea-going steel steamers of 3,000 tons gross and upward be taken into account—thus excluding vessels trading on the North American lakes—out of the total of 179 such steamers of 1,050,741 tons launched in the world, over 63¼ per cent. of the tonnage was launched in the United Kingdom.

MOTOR VEHICLES IN GERMANY

A census of motor vehicles in Germany taken on the first day of the present year showed that there were 41,727 motor vehicles in the Empire. Of these 39,475, or 94.6 per cent. were passenger vehicles, including 20,928 motor cycles. The remaining 2,252 vehicles, including 248 motor cycles, were for the transport of freight, etc. The total figures show an increase of 5,705 over the previous year. During twelve months ending September 30 of last year, tourists took 7,913 cars temporarily across the frontier into Germany, 37.3 per cent. coming from France, 20.7 per cent. from Austria-Hungary, 12.6 per cent. from Belgium, 7.8 per cent. from Switzerland, 6.2 per cent. from the Netherlands, 6.1 per cent. from the United States, and 9.3 per cent. from various other countries.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

LAUGH AND THE WORLD LAUGHS WITH YOU

THE WISER WAY.

Some advertise when things are slow,
And things get better then, perforce.
But others, who are in the know,
Adopt a far more skillful course.

They're not afraid to spend a dime
If it will in a dollar pull.
They're advertising all the time
And things with them are never dull.

ALSO THE ITALICS.

"I've been reading some of your humorous publications," said the Briton, "and I don't see that there is such a great difference between English and American jokes."

"There isn't a great deal of difference," admitted the American. "We omit the diagram; that's about all."

AS A RULE.

"There's one good thing about a vacation."
"What is that?"
"When it's over, it's paid for."

A ROSY OUTLOOK.

"How's prospects?"
"Fine," answered the druggist. "I've been open a week now. My telephone has been busy every day and my new directory is pretty well thumbled. Six loafers have established headquarters with me. I expect somebody who wants to buy something will happen in before long."

THE NEWEST HATS.

O'er shako hats the ladies gush,
And every married dove
Purloins her husband's shaving brush
To make a pompon of.

BOUND TO HAPPEN.

"Will the Pole ever be found?"
"I wouldn't wonder if one of these rescue expeditions blundered into it some day."

JUST SO.

"Why don't the theatrical managers want a husband and wife in the same company?"
"They think the public wouldn't care to see a man making love to his wife."
"Looks too much like acting, eh?"

MISSED HER DESTINY.

Alice in Wonderland said she could easily believe six impossible things before breakfast.

"How fitted for a clubman's wife," they exclaimed.

Sad to relate, however, she missed her obvious destiny.—"New York Times."

KNEW WHAT WAS WANTED.

Miserly—So that woman doctor charged you \$2 a visit. Well, what did she say?

His wife—Said I stayed indoors too much. Here's her prescription.

Miserly (reading it)—"For external use only. One nice walking dress. One new hat. One pair gloves to match. Apply every afternoon between 3 and 5."—"Boston Transcript."

THE REAL THING.

"What's doing in the way of amusements?" asks the newcomer of the old inhabitant of Hades.

"Baseball game every afternoon," answers the old inhabitant.

"Baseball? You don't mean it! That's great! I was a fan from 'way back on earth. On the square, do you have baseball every day?"

"Sure thing."

"By ginger! This place suits me. Baseball! Say, this can't be hell, then."

"Yes, it is. The home team always loses."—"Life."

INDOMITABLE ENERGY.

"Are you sure that our son has patience and industry and determination and those other qualities that make for success?" said the anxious mother.

"Great Scott?" rejoined the nervous father. "Can you doubt it? Haven't you heard him learning to play 'Home, Sweet Home,' on the mouth organ?"—"Washington Star."

DIFFERENT.

Hamm—Had a fine house last night.

Friend—Then why did the sheriff close your show?

Hamm—No audience.—"Cleveland Leader."

THE FREE LIST.

The President was making out invitations to the tariff dinner.

"That's my personal free list," he remarked, with a chuckle.—"Philadelphia Public Ledger."

HORSES AND THEIR EQUIPMENT

In reviewing the recently published year book of the Department of Agriculture the London Live Stock Journal falls into the natural error of stating the total number of horses in the United States as 19,992,000, and their total value as \$1,867,530,000. These figures really apply to farm horses alone, though the statistics of the year book are somewhat misleading on this point. On page 698, however, is a table which clearly brings out the fact that in the United States, including Alaska, Hawaii and Porto Rico, there are 3,008,532 horses not on farms, thus bringing the total up to 23,000,532. The average price per head is given as \$93.41, which would make their total value \$1,171,479,694, or nearly \$200,000,000 more than that of all other classes of live stock combined. Add to this 4,056,399 mules at an average price of \$107.76, and the total is swelled to 27,056,931 head, worth \$2,585,547,556, or about as much as all the rolling stock in use on all the railroads of the United States, with all "other vehicles" in the country thrown in.

When it is remembered that the horse represents not only this vast sum in the live stock industry, but makes a market for practically all of the oat crop, worth \$324,500,000; a large part of the hay crop, worth \$743,500,000, and a substantial portion of the corn crop, worth \$1,337,000,000, the importance of the horse interest to agriculture begins to loom up in its true measure. Then put beside the horse his equipment—carriages, wagons, harness, shoes, etc.—and consider the capital and labor which find employment in manufacturing these things, the investment represented in public and private stables, repositories, sales-rooms and shoeing shops and the vast army of men throughout the country whose livelihood is earned in these places or in driving or caring for horses, and the magnitude of the interest takes rank with that of the railroads themselves, excluding their real estate holdings.

New York has 700,000 horses and mules on its farms, according to the estimate of the Department of Agriculture, and there are probably 300,000 more in the cities and towns, making a round million in the state. The average price of New York horses is \$113, according to Secretary Wil-

son's latest year book, which would give a total value of \$113,000,000 to the horse stock of the state. Double this sum, however, would not represent the money wrapped up in the horse interest in one way or another, counting equipment and the establishments in which it is made and sold.

Stupendous as the figures are, the importance of the horse interest is hardly to be reckoned in dollars and cents. The nations of Europe are convinced that horses will continue to be as important in time of war as they ever were, and the anxiety of the principal governments to insure an adequate supply at all times for military purposes is apparently as keen as the solicitude for a strong navy. France, whose far-sighted system of state encouragement and supervision of horse breeding is giving her an always available supply of cavalry remounts unequaled on the continent, last year distributed 21,000,000 francs in prizes at horse shows and in otherwise fostering the horse breeding industry. Besides paying bounties to the owners of approved stallions standing for public service at moderate fees, the French government owns about 3,500 well-bred stallions. These served 150,934 mares last year, while the approved stallions served 92,482 more, making a total of 243,416 mares bred in France in one season under governmental supervision. In Germany the government supervision of horse breeding is now being conducted on an almost equally large scale, and in England, where the policy of the state has always been to rely on private enterprises to provide a sufficient number of suitable horses for the army, there is at present something akin to a panic in military and cabinet circles over the poor supply and worse quality of animals available in the event of war. The encouragement given to horse breeding by the governments of France, Germany and Austria is not a thing of yesterday. It long since passed the experimental stage, and results have been so satisfactory that operations there are steadily extending, while other countries the world over, from Russia to Australia, are taking up the matter—Exchange.

THE HORSE WILL STAY

There's room for both the automobile and the horse, and although if the horse is skittish the automobile may crowd him into the ditch it isn't likely to crowd him to the wall. The old family nag will long maintain his supremacy in his own field. The human love for horse flesh can't be narcotized by mere machinery.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

OFFICE AT AKRON

The Whitman & Barnes Manufacturing Company have announced to the trade the consolidation of their offices at Akron, O., which is the headquarters of the company, being an Ohio corporation. For some time past part of their general offices have been located at Chicago and part at Akron, and they have been handling the business from several different points. In order to give better service to their customers and better satisfaction to the trade, they have decided to locate the entire general offices at Akron, to which point all correspondence should in the future be addressed.

A NEW COLLAR PAD

The Ventiplex Collar Pad of the Burlington Blanket Company, Burlington, Wis., is something which every team owner should look into. The fabric used in the making of these pads is something entirely new. It overcomes all the objections of the ordinary pad, and makes the horse comfortable. The Ventiplex are not so heavy and thick and prevent the strength-destroying sweat, which is caused by the old time pad.

What is known as the Colifornia horse or mustang is in his ancestry and essential qualities an Arab.

ADVERTISERS DIRECTORY

When answering advertisements please mention THE TEAM OWNERS REVIEW.

AXLES.

Cleveland Axle Mfg. Co.
Timken Roller Bearing Axle Co.

AXLE GREASE.

Frazer Lubricator Co.
Dixon Crucible Co.

BRUSHES.

Hunter Brush Co.

COVERS.

Pittsburg Waterproof Co.
Rubbertex Cloth & Paper Co.

DERRICKS.

W. H. Breen.

DRAYS AND TRUCKS.

The Auburn Wagon Co.

DRAFT SPRINGS.

Beecher Draft Spring Co.

HELVE HAMMERS.

The West Tire Setter Co.

HARNESS.

C. Neidhardt & Co.

HOTELS.

Ponce De Leon, Atlantic City.

HAMES.

U. S. Hame Co.

POLISH.

U. S. Metal Polish.

PIANO MOVERS.

Sycamore Wagon Works.

REMEDIES.

Parke, Davis & Co.
Dr. B. J. Kendall Co.
Dr. J. C. McKenzie.

STABLE SUPPLIES.

Poughkeepsie Fdy. & Mach. Co.
Gibson Oat Crusher Co.
The Warren Mfg. Co.
Taber Pump Co.
W. I. McDowell & Co.
The Spencer Mfg. & Machine Co.
Burlington Blanket Co.
Phoenix Tannery.
Akron Selle Co.

STATIONERY.

The Myers & Shinkle Co.

TIRE HEATER.

Rochester Tire Heater Co.

TIRE SETTERS.

The West Tire Setter Co.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

HORSE SENSE

There is a firm in Washington whose business requires the use of a large number of delivery wagons. In each wagon, on the back rest of the driver's seat, there are painted these words, "*Be good to your horses.*" Far from being maudlin, this sentiment deserves to be recorded in letters of gold. Wise and humane at all times, it will, during the next two or three months, have a meaning more weighty than at any other season of the year.

This motto is hidden from the world, yet always faces the man to whom it appeals as he climbs into his seat and takes the reins in hand.

The strength of the little sentence lies in its moral character. An agent of the Humane Society can hold up a brutal driver, and a policeman can hale him before the courts. Such a course is likely to provoke a desire for revenge, and it is only too probable that this desire will be wreaked on the inoffensive animal under conditions of time and place known neither to the friend of the beast nor to the upholder of the law. But these few words will plead to the most heartless, and serve as a needed check to heedlessness or a passing fit of temper.

The automobile has doubtless come to stay, but the horse has not departed. On the hot asphalt, in the paddock, or down the last stretch on derby day he counts. And in every case the force of the injunction on the back of the delivery wagon seat will have its application.

The merciful man is merciful to his beast.

FIRST HORSES IN WEST

The first horses of the western plains probably were brought there by the Spaniards. In 1545, more than 50 years before Jamestown was settled, Coronado, the Spanish captain, was roaming about the plains of New Mexico, and he tells of the dogs used by the Indians to haul their plunder on lodge poles, indicating that they had no horses at that date.

In 1716 the Spaniards again worked their way eastward across the plains, and their letters tell of the astonishment of the Indians at seeing the horses they had with them. The expedition was constantly losing horses, and there is little doubt that the first droves of western horses originated from these strays.

In the early days upon the plains they were as great a pest to travelers as they are to-day. Woe be unto the luckless camper who allowed a band of wild horses to get close enough to his gentle

horses, turned out for the night, to sweep them off. It was almost useless to follow, for the call of the wild comes to the gentlest of horses when he is thrown with a band of his kind that have been born and raised free of restraint. It is a well known fact that the hardest one to "cut out," the leader of them all in a mad race across the prairie, is the old, gentle, well broken saddle or work horse, once he gets a taste of such freedom.

New Jersey—Sale

A Splendid Investment.—An elegant Plot, 170x285 feet, on which there is a **Large Livery Stable**, 32 stalls, offices, harness room, wash house, coachhouse and ample carriage room; five teams can be hitched on the floor at once: carriage repository, paint and repair shops: the property entire is for sale, including the carriage business: the stable proper is under lease at \$600 per year: here is a **fine business as well as a splendid investment**, the rental paying good interest on the price asked, less than its value: buildings alone could not be put up for the price of the whole: on busy street, in hustling town, **20 miles from New York**, good trade and old established stand, price of property \$10,000, and \$1,000 for Carriage Business.

FRANK M. MOORE,

70 Schureman St.

New Brunswick, N. J.

For Sale

Street Sweepers, 20 machines of various makes, in No. 1 condition.

A. H. GREELY,

1111 Superior Viaduct,

Cleveland, Ohio.

**An Advertisement in the Team
Owners Review brings Results.**

TO OUR ADVERTISERS AND THOSE WHO OUGHT TO BE.

As an advertising medium THE TEAM OWNERS REVIEW is in a class by itself, and there are no papers published in this country which can offer superior inducements for advertising to the manufacturers of wagons, motor trucks, horse goods, stable supplies, harness goods, equine remedies, etc.

WHY?

BECAUSE this paper covers exclusively a field, where each reader is a constant and large consumer of these goods.

BECAUSE this paper has a circulation, which is known as gilt edged, each and every subscriber being a man of means, a corporation or a business firm.

BECAUSE it is the official organ of a class of business men, who have confidence in its contents and who will have confidence in the goods which are advertised.

BECAUSE it will only accept advertisements from the reputable firms of high and well known standing in their line of business.

BECAUSE it has a circulation, which covers the United States and Canada.

BECAUSE it is not a new venture, but a publication the success of which has been established for years.

BECAUSE from a canvass which we have made of the teaming trade of the country, we know that the industrial depression of the last year has vanished and that business is looking up everywhere.

BECAUSE the team owner, who by reason of existing circumstances was forced to economize, is now again in a position to enter the market as a purchaser.

BECAUSE we are now entering upon a period of activity, where the demand for wagons, trucks, wheels, axles, harness, stable supplies and all kinds of horse owner's and teamster's goods will be greater than ever.

BECAUSE you cannot reach the same number of the best team owners in this country by any other means, than through THE TEAM OWNERS REVIEW.

WRITE US and we will give you information and rates, etc., INVITE US and we shall come and see you.

THE TEAM OWNERS REVIEW,
Renshaw Building
Pittsburgh, Pa.

TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

AURORA, ILL.

Thompson Transfer & Storage Co.
Office, 67 S. Broadway.
Storage, Draying, Packing and Freight Hauling
A Specialty.
Reduced rates South West and North West.

BOSTON, MASS.

BOSTON
Forwarding & Transfer Co.
General Offices, 310 Congress Street,
Recognized Forwarding Agents,

BOSTON, MASS.

F. KNIGHT & SON,
(CORPORATION.)
61 OLIVER STREET,
Forwarders and Contractors

BOSTON, MASS.

"WE MOVE EVERYTHING."
R.S. Brine Transportation Co.
43 India Street,
TRUCKING, FORWARDING AND RIGGING,

BRIDGEPORT, CONN.

Lattin Storage and Trucking Co.
TRUCKS, VANS, CARTS, EXPRESS.
Consign Carloads or Less to Us for Delivery. Store a Surplus Stock With Us it is Ready for Your Trade.
TWO STORAGE WAREHOUSES.
Office: 365 Water Street.

BUFFALO, N. Y.

THE BUFFALO STORAGE
AND CARTING CO.
Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

BUFFALO, N. Y.

Niagara Carting Co.
223 Chamber of Commerce.
GENERAL CARTAGE & STORAGE,
Transferring Car Load a Specialty.

BUFFALO, N. Y.

O. J. Glenn & Son
EVERYTHING IN THE LINE OF MOVING,
CARTING, PACKING, STORAGE.
Office, 44 Church Street.

BUTLER, PA.

CITY TRANSFER
JOSEPH BALL, Prop'r.
Office: 228 Elm Street.
General Cartage and Storage.

CANTON, OHIO.

Cummins Storage Co.
310 East Ninth Street,
STORAGE, DRAYING, PACKING AND
FREIGHT HANDLING A SPECIALTY.
Unsurpassed Facilities for Handling Pool Cars

CHICAGO, ILL.

Bekins Household Shipping Co.
Shippers of
Household Goods and Emigrant Movables Only.
Reduced Rates to Pacific Coast & Colorado
Offices—First National Bank Building, Chicago, Ill.
148 So. Broadway, Los Angeles, Cal.
11th and Mission Sts., San Francisco, Cal.
1916 Broadway, Oakland, Cal.

CHICAGO, ILL.

F. C. Weintz, Pres. & Treas. E. J. Weintz, Sec'y
WEINTZ EXPRESS & TRANSFER CO.
Custom House License.
Car load distribution and forwarding a specialty.
Best facilities in Chicago.
Established 1887 Incorporated 1897
Main Office and Warehouse, 55-59 Sherman Street. City Office, 411 Lakeside Building,
Tele. Har. 606 & 607. Tele Har. 5549.

CINCINNATI, OHIO.

THE
MERCHANTS DRAYAGE CO.
Special attention given to the
distribution of Carload
freight.
Phone 1683. Office, No. 6 W. Third St.

CINCINNATI, OHIO

John B. Stueve Harry J. Stueve
John B. Stueve & Son
Express
Car Loads Distributed and Forwarded.
Phone, West 1740. 842 W. Sixth St.

CINCINNATI, OHIO.

PETER HUGHES,
No. 204 Sixth Street, East.
Forwarding & Distributing.

CLEVELAND, OHIO.

Cuy. Phone, Central 928 L.
Winkler & Lapp
Movers of Buildings
5323 Lorain Avenue,
Erecting a Specialty. Prompt and Careful
attention given to all work.
GENERAL TEAMING.

CLEVELAND, OHIO

The General Cartage
and Storage Company.
No. 1111 Superior Viaduct.
CARTAGE, STORAGE & PARCEL DELIVERY,
Car Loads Distributed and Forwarded,

COLUMBUS, OHIO.

"We Deliver The Goods"
The American Delivery Co
352 N. High St.
Transfer. Storage.
Forwarding.
H. G. Stouffer, Manager.

DENVER, COL.

PECK DELIVERY COMPANY
S. C. PECK, Proprietor.
Manufacturers' Agents and Distributors.
STORAGE, PACKAGE DELIVERY.
Distribution of Large or Small Con-
signments a specialty.

DENVER, COL.

THE WEICKER-CLIFF
TRANSFER AND STORAGE COMPANY,
Office, 1033 Seventeenth St.
Warehouses, { 1133-37 Ninth Street.
{ 1429-39 Wewatta Street.
Distribution of Car Lots a Specialty.

DES MOINES, IOWA.

Blue Line Transfer Co.
311 FIFTH ST.,
STORAGE and FORWARDING,

When answering advertisements please mention THE TEAM OWNERS REVIEW.

TRANSFER COMPANIES' DIRECTORY—Continued.

DES MOINES, IOWA.
MERCHANTS TRANSFER CO.,
 WAREHOUSEMEN
 AND
 FORWARDERS.

DETROIT, MICH.
H. J. READING TRUCK CO.
 Office: 20 E. Woodbridge St.
GENERAL CARTAGE AGENTS,
 For Wabash and Canadian Pacific Railways.
 SUPERIOR FACILITIES FOR HAULING AND
 ERECTING ALL KINDS OF MACHINERY.

EL PASO, TEXAS.
Pomeroy's
El Paso Transfer Co.
 Offices: 300 to 310A South Oregon Street,
 and Union Passenger Depot.
 General Transfer and Heavy Trucking of all kinds
 Storage. Large or small consignments
 given prompt attention.

ERIE, PA.
THE ERIE STORAGE
AND CARTING CO.
 Two Warehouses located on
 Trackage of L. S. & M. S. R. R.
 The Only Exclusive Warehousemen.

FORT WAYNE, IND;
Brown Trucking Co.
 Moving, Carting, Storage and
 Distributing,
 125 W. Columbia Street.

FORT WORTH, TEXAS.
BINYON TRANSFER & STORAGE CO.
 FRONT AND TROCKMORTON STS.
 Receivers and Forwarders of Mer-
 chandise. Furniture Stored, Packed
 Shipped and Moved.
 Hauling of Safes, Machinery and Freight
 a Specialty. Telephones 187.

FRANKLIN, PA.
S. T. Karns Sons Co.
 MOVER, TRANSFERRER, STORER
 AND FORWARDER,
 159 THIRTEENTH STREET.

GENEVA, N. Y.
P. O'MALEY
 Proprietor
City Truck Line
 Office No. 78 North St.
 Unsurpassed facilities for Storing, Handling,
 Transferring and Forwarding Goods.

HARTFORD, CONN.
The Bill Brothers Co.
TRANSFER & STORAGE,
 Special Facilities for Moving Mach-
 inery, Safes, Furniture, Pianos, etc.
STORAGE WAREHOUSES with separate
 apartments for Household Goods, and
 Railroad Siding for Carload Shipments

HELENA, MONT.
Benson, Carpenter & Co.
RECEIVERS & FORWARDERS
 Freight Transfer and Storage Warehouse
 Handling "Pool" Cars a Specialty
 TRUCKAGE FACILITIES

HOLYOKE, MASS.
 Trucking of all descriptions,
WM. H. MOREHOUSE Transfer,
 105 Main Street,
 Phone Conn. Holyoke, Mass.

HOLYOKE, MASS.
 THE
Sheldon Transfer Co.
 Express Trucking, Heavy Teaming,
 General Forwarders.

IOWA CITY, IOWA.
Merchants Dray & Storage Company,
 Storers, Movers & Forwarders.
 Dealers in Safes.
Consignments of Goods Solicited.
 Two Storage Warehouses.
 OFFICE, 408 EAST COLLEGE STREET.

KOKOMO, IND.
J. L. Griffith & Son,
 Household Furniture Storage Co.
 Both Phones Cor. Buckeye & Taylor Sts.
 No. 29. ALL KINDS OF TEAMING.

LANCASTER, PA.
Keystone Express Co.
 General Transfer and Drayage.
 Office: Cor. Prince and Chestnut Streets,
 T. N. Hostetter, Mgr.
 Furniture and Merchandise of Every De-
 scription carefully handled.
RECEIVERS AND FORWARDERS:

LEOMINSTER, MASS.
W. K. MORSE,
 Light and Heavy Trucking of All Kinds,
 Office and Stables, rear 83 Mechanic St.
 Residence, 147 Whitney St.

LOWELL, MASS.
THE STANLEY
TRANSPORTATION CO.
 12 THORNDIKE STR.
 CONNECTED WITH ALL RAILROADS IN
 LOWELL.

McKEESPORT, PA.
McKeesport Transfer & Delivery Co.
 S. BIDDLESTONE, Pres.
 SHIPPING & FORWARDING AGTS.

MANSFIELD, OHIO.
COTTER
Transfer and Storage Co.
 General Hauling and Storage.

MILWAUKEE, WIS.
Kinsella Transfer Co.
 617 CLINTON ST.
 WE MOVE EVERYTHING.
 ALL KINDS OF TEAMING.

MINNEAPOLIS, MINN.
CAMERON'S
Transfer & Storage Co.
 200 Nicollet Avenue.
 Unsurpassed facilities for Storing,
 Handling, Transferring and
 Forwarding Merchandise
 and Household Goods.

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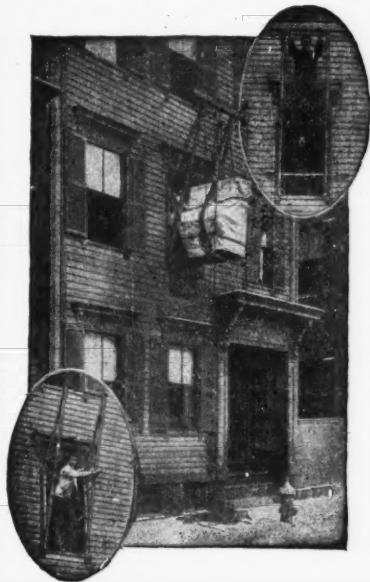
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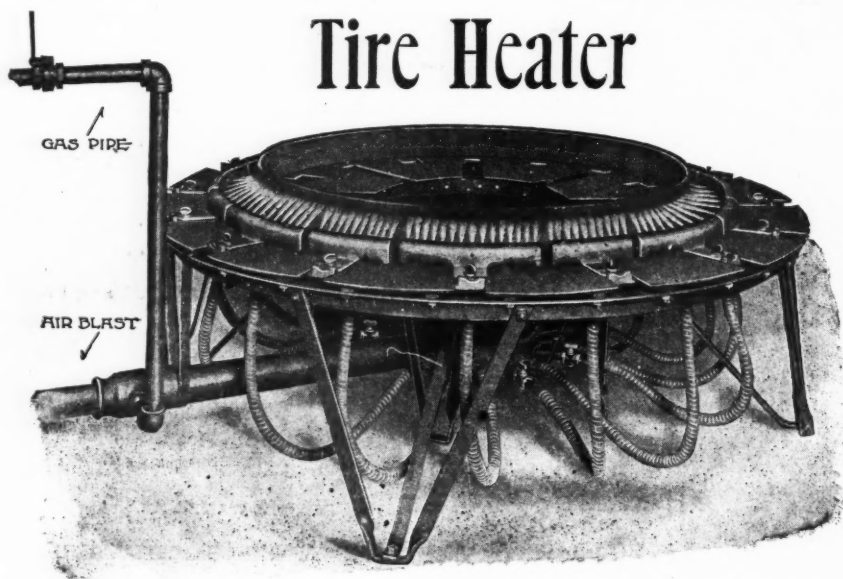
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